The New-York Times.

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FIFTEEN KILLED

Terrible Extent of the Long Island Railroad Disaster.

CARS SLICED IN TWO.

Rockaway Beach Train Was Running Full Speed.

NO CHANCE TO ESCAPE.

Passengers Badly Crushed and Mangled.

The Manhattan Beach Train Had Scarcely Started After Being Stopped in the Block at Berlin When It Was Crashed Into—If It Had Not Been Delayed by a Regular Train in Leaving the Beach the Collision Would Not Have Taken Place—The Blame for the Accident Has Not Yet Been Placed—The Engineer of the Rockaway Train Says the Signal Was Set to Let Him Into the Block—The Signal Man Says the Danger Signal Was Set to Warn the Rockaway Train Not to Enter the Block—It Was a Long Time Before the Relief Train from Long Island City Arrived—It Had on Board Only a Few Physicians—There Were Many on the Manhattan Train, but They Were Not Allowed to Aid the Injured—Survivors Blame the Railroad Company—Scenes at the Hospital and the Morgue—Morbid Crowds About the Wreck All Day Yesterday.

LONG ISLAND CITY, Aug. 27.—By the frightful crash of heavily-laden passenger trains on the Long Island Railroad at Berlin last night fifteen persons lost their lives, seventeen were cut and bruised and mangled, and dozens of others were injured more or less severely.

In Skelton's dingy morgue in Grand Street, Newtown, thirteen of the bodies were lying to-day, awaiting the identification, which was unusually slow. So badly were the bodies mangled that recognition by physical marks was in nearly every case out of the question, and the only clue to identity lay in the articles found in the clothing by Coroner Brandon.

Ten lives were ground out almost simultaneously with the crash of the trains. Three persons lived but a few minutes after the work of rescue began.

The Dead.

In the books of the morgue the dead are recorded as follows:

No. 1. ALEXANDER GRILLET, member of the firm of Borel & Co., 29 West Twenty-third Street, New-York.

NO. 2. GEORGE PHELAN, an actor, whose stage name is Fielding, 1,536 Madison Avenue, New-York.

No. 3. Mrs. BERTHA WEINSTEIN, 345 East Fifty-eighth Street, New-York.

No. 4. UNKNOWN WOMAN, dressed in black; about thirty years old; nothing found to identify her.

NO. 5. MORTIMER DITTMAN, clothing manufacturer; lives at 75 West Fifty-second Street, New-York.

NO. 6. Supposed to be J. J. HYLAND, Westerly, R. I.

No. 7. Supposed to be RICHARD NEWMAN, address unknown.

No. 8. SIDNEY WEINSTEIN, fourteen years old, son of Mrs. Bertha Weinstein, No. 3.

No. 9. Mrs. MAGGIE B. DIETZEL, 122 East One Hundred and Fourteenth Street, New-York.

No. 10. MAX STEIN, bookkeeper, 338 West Fifty-second Street, New-York.

No. 11. Mrs. JOHN CONRAD DYCKHOFF, 10 West Thirtieth Street, New-York.

NO. 12. Supposed to be JOHN CONRAD DYCKHOFF, husband of No. 11.

No. 13, E. A. BUCK, editor of the *Spirit of the Times*, 30 West Fifty-first Street, New-York.

These died in St. John's Hospital:

DIETZEL, OSCAR, 122 East One Hundred and Fourteenth Street.

FINN, THOMAS, brakeman, 58 Fifth Street, Long Island City.

The Injured.

Those most severely injured were taken to St. John's Hospital, this city, and there two of them expired in a very few hours.

Those now in the hospital are:

BARRON, JAMES, 774 Second Avenue, New-York, forty-five years old; internal injuries; will probably recover.

BRADY, JAMES, 263 West Seventeenth Street; fractured arm and scalp wound; will recover.

DURKEN, KATE, aged twenty-six, 228 East One Hundred and Third Street, New-York; she suffered from shock, but was able to go to her home yesterday morning.

FLORSHEIM, MORRIS, 165 East One Hundred and Sixth Street; right leg broken; slight contusions of the face; will recover.

GRAEVEN, ELEANOR F., 1,699 Broadway, New-York; badly scalded and internal injuries.

GRAEVEN, THEODORE, 1,696 Broadway, New-York; scalp wound and scalded by steam; incised wound of forearm and also incised wound of left leg; multiple contusions; he is seriously injured.

HAHN, JOHN, 495 Broadway, Astoria, twenty-four years old; internal injuries; will recover.

HASKELL, MRS. CLARA, 101 West Fifty-second Street; broken ankle.

JAKOBSSON, AUGUST, 428 Fourth Avenue, New-York; will probably die.

KIMBLE, HARRIS G., 122 Lincoln Place, Brooklyn; concussion of spine and contusions of the body; will recover.

LARKIN, FRANK, thirty-three years old, 7 Ninth Avenue, New-York; contusion of the spinal column, but he will recover.

LIVINGSTON, WILLIAM A., 662 Lorimer Street, Brooklyn; nose fractured. Left at once for home.

LYNCH, WILLIAM, 985 Park Avenue, New-York; two ribs fractured, contusions all over the body, and fracture of the left ankle.

RECHNITZ, HUGH, twenty-two years old, 2,428 Second Avenue, New-York; right arm fractured; abrasions of arms, and badly scalded; condition serious.

THOMPSON, JAMES B., 102 West Sixty-fourth Street; contusions of head; sprained ankle.

WEISS, EUGENE M., 213 West Sixteenth Street, New-York; body badly scalded, and will probably not recover.

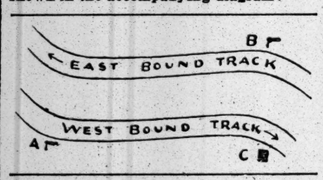
WEINSTEIN, AARON, aged forty, 347 East Fifty-eighth Street; concussion of the brain; will recover.

For causing this fearful sacrifice of life blame wavers between two employes of the railroad, and where it will be finally fixed will not be known until the investigation which the railroad officials will begin to-morrow is finished.

The trains which were in collision were from Manhattan and Rockaway Beaches, respectively, and the point where they came together is the little straggling village of Berlin, about two and a half miles from this city.

The accident occurred at a narrow road which runs down a grassy slope, crosses the track at grade, and becomes a tortuous rocky lane. On one side of the track the ground is quite high and where land for the railroad was reclaimed from the fields is a rocky, uneven bank about five feet in height.

This section of the road is between two block-signal system semaphores, and is characterized by a double curve, as is shown in the accompanying diagram:



The single-block-signal system is the one used on the road. The point marked "A" shows the location of the semaphore at the entrance for west-bound trains to the block of 300 yards under the control of the signalman in the tower marked "C." The semaphore marked "B" shows the entrance to the block for east-bound trains.

The collision was on the west-bound track at the point marked "A." The engineer of the Manhattan Beach train, after hauling his train around the curve on an up grade, found himself blocked by a red light and brought his train to a stop. There was a Rockaway train in the block ahead of him.

The operator in the signal tower "C" got the signal from the operator in the block to the west of him to let the Rockaway train go on. He did so, at the same time changing the red light at the point "A" to a white one, thus giving the engineer of the Manhattan Beach train the signal that the block was clear and he could proceed. As he did this he also gave the word to the operator of the block to the east of him that the way was clear.

It was in this block to the east of the section of road shown in the cut that the Rockaway train which was in the collision was held by the blocking of the Manhattan train at the point "A."

The engineer of that Rockaway train got his instruction by signal that the road was clear and that he could proceed at just about the same time as the signalman in the tower "C" told the engineer of the Manhattan Beach train to go ahead. The signalman at the tower "C" noticed that the Manhattan Beach train was very slow in getting under way after the signal was given. As a matter of fact, the train was very heavy and was almost stalled on the grade.

Reports differ as to whether the signalman in Tower C, seeing that the Manhattan Beach train was not obeying his signal to proceed, did or did not change the white light at the entrance to his block, at the point "A," back to a red one. If he did so, the red light there should have stopped the oncoming Rockaway train. If he permitted the white light to remain, there was nothing to warn the engineer of the Rockaway train that the block ahead of him was not clear.

Just beside the tracks at this point is Haberman's agateware manufactory, facing the centre of a double curve of the tracks. Before coming to this point trains from Long Island City come around a long curve. Then there is a short stretch of straight track up to a point where is stationed the signal pole operated from the tower on the hillside, and beyond is the big curve around which came the Rockaway flier on its headlong mission of death.

The Rockaway train was a regular train, and left the beach at 11 o'clock. It was made up of five passenger cars.

The Manhattan train had six passenger cars. It was an extra train run to accommodate the audience at Sousa's concert at the beach.

It left Manhattan Beach at 11:10, behind time, because it was following the regular train, which had been delayed nearly twenty minutes. Had this not been the case, there would have been no story of death and suffering at Berlin.

At 11:42 the Manhattan train came around the curve toward the signal pole. On board of it were nearly 200 people. The red lantern of danger burned behind the signal glass, and the engineer of the Manhattan train came to a full stop near the lane beside Haberman's factory.

The Manhattan train was stopped on this block because only a short distance ahead was the regular train. In a few minutes Robert J. Knott, in charge of the signal and switch tower, signaled the Manhattan extra that everything was clear, and the train at once started.

It had scarcely acquired the ordinary speed of a man running when the Rockaway train came thundering around the curve behind.

There was a shriek of whistles for a second, then a fearful crash, followed by the loud reports of cracking timbers as the great iron mass of the engine plowed and ground and crunched its way through the rear cars of the Manhattan train, crushing or killing the hapless passengers.

Just as the crash came the coupling pin between the fourth and fifth cars of the Manhattan train parted, and off into the fog, which hung low and heavy, went the rest of the train toward Long Island City.

Clear through the last car of the Manhattan train plowed the engine, seeming to hiss out a cry of scoffing and defiance in answer to the shrieks and moans of the passengers being crushed to death by it.

It was in this car, which was cloven clear in two, that most of the deaths were caused.

The second car was tossed like a feather from the track and pitched on its side in the ditch.

There are few houses near the scene of the wreck, and in the terrible moments that followed the crash little help was at hand. Those who were uninjured did the best they could for the sufferers pinioned under the great piles of débris. From the near-by houses, whose occupants had been awakened by the noise of the collision, people came to the rescue.

Watchman Hugh O'Neil opened the doors of Haberman's factory to the injured, and while some helped to bring them to this shelter others hastened away to get physicians.

One glance at the scene, dimly lighted though it was with oil lamps that flickered feebly in the thick haze, sufficed to show how terrible had been the work of destruction.

Forward of the Rockaway engine the tracks were blockaded with four distinct piles of broken timbers, the remnants of the last two cars of the Manhattan Beach train, which had been sliced clean in halves.

The door of all the damage, the big Rockaway engine, had come off hardly better than the cars it had ground to pieces. It stood with a driving wheel wrenched off and axles bent into a semicircle, canted off the track, a shapeless and distorted monster of twisted, bent, and broken iron and steel. The tail end of the boiler had been broken through, and the empty cylinder was crammed, as a glass is crammed with toothpicks, with the spikes and large slivers of the timbers against which it had crashed.

But the shattered cars and ruined engine formed but the smallest item in that ghastly nocturne. One could hardly walk twenty feet near the tracks without stumbling in the dark over the body of a victim of the disaster either dead or almost dying.

Long rows of the wounded were propped up against the walls of Haberman's factory to await the arrival of a special train bearing Dr. Valentine, surgeon of the road, and Drs. Kennedy, Hickson, and McKeon to administer to the temporal wants of the wounded, and Fathers Maguire and Doherty to see after their spiritual needs.

The bodies of the dead were carried, under the supervision of the Coroner, into the factory.

One man was still breathing when carried in. He summoned up enough strength to utter, "Jesus pity me, Jesus save me!" when the death struggle came.

Letters in this man's pocket mailed to the two addresses, 51 West Twenty-fifth Street and 29 West Twenty-third Street, went to identify him as Alexander Grillet.

A little silver medal, the prize for scholarship in a Hebrew Sabbath school, helped to identify as Sidney Weinstein, a little lad of twelve or so, whose face was so mangled as to be utterly unrecognizable.

Dr. Valentine himself identified among those breathing their last Col. Elisha A. Buck of 30 West Fifty-first Street, New-York, editor of the *Spirit of the Times*. Col. Buck had been to the races with his son Harry, who was himself seriously injured, and Dr. Gideon Knapp, the expert pigeon shot. Dr. Knapp proved his famous quickness of eye and steadiness of nerve by not only jumping out of danger himself when the crash came, but also by rescuing the unconscious Harry Buck.

It was by the race-track badge made out in his name that Dr. Valentine identified Col. Buck, who died almost in his arms.

Shortly after 3 o'clock Engine No. 94, drawing Train No. 121 of the New-York and Rockaway Beach Division, pulled up by the tin factory. It was the relief train, and in its one car seventeen of those whose injuries seemed most serious were placed under the care of Dr. Valentine and Dr. Burke of 117 Manhattan Avenue, Greenpoint.

Before the engineer of the relief train had even put his hand to the lever to start back to this city, two of the sufferers, both women, expired.

Coroner Brandon asked that the two bodies be immediately turned over to him, but Dr. Valentine, saying that he could take no chances of delay with the sufferers, ordered the engineer to proceed. Even with all his haste another patient, a man, died before this city was reached.

The relief train steamed slowly, as if careful not to jolt its suffering burden, into the station at 3:50.

Few who looked into that solitary car, freighted with human woe, will ever forget the sight.

At one end of the car, with cloths over the faces, were the bodies of the three who had died in transit, each lying in a pool of congealed blood. On the cross seats, on the side seats, even on the floor, which was soaked with blood, lay and groaned fourteen unfortunates, to each of whom in turn the good priests would murmur a word of consolation, while the two doctors, with shirt sleeves rolled up, worked their hardest.

A group of dead lying in that part of a battlefield where the shot and the shell fell the thickest could not afford a more heartrending diversity of wounds, lacerations, and mutilations than did the group in the relief train.

One by one the injured were transferred to Long Island express wagons well filled with straw, in which they were taken to the St. John's Hospital.

The electric lights in the station went out, and the darkness was lighted only by red and green lanterns that bobbed and swung round the stretchers.

The sight of the first man brought from the car more than satisfied the morbid crowd that had gathered to feast their eyesight on bruises and blood—a mere trunk of a man, with both legs off at the thigh. No wonder the throng gave the poor fellow a wide passage. He was Thomas Finn, the brakeman of the Manhattan train. He lived just long enough to die in a bed in the hospital instead of bleeding to death on the straw in an express wagon.

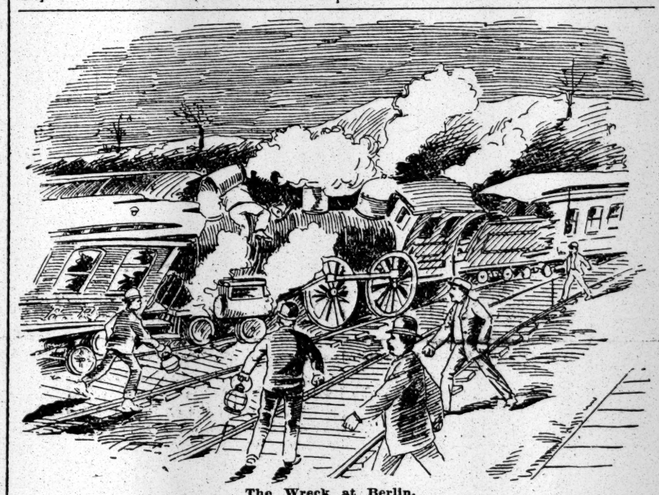
Another sad case was that of a fine, stalwart young fellow, with fair curly hair, one of whose bright blue eyes was knocked out, while his knees were mashed into a pulp.

One of the last to be removed was young Harry Buck, who, half unconsciously, kept repeating in a monotone:

"Where's our boat? Where's our boat?"

He was soon revived and was whisked off in a carriage by Dr. Gideon Knapp before he could have time to learn of his father's awful death.

After a short discussion with Police Justice Kavanagh of this city as to the disposition of the dead, Dr. Valentine re-



The Wreck at Berlin.

turned with the bodies to Skelton's Morgue.

Hardly a passenger on either train escaped without injury of some kind. Some were merely scratched, while others were bruised and cut.

The scenes about the ferry houses were strange as the stragglers came in from the disaster which had been so nearly fatal to them. Most of them wore bandages of some kind, and all were in a terrible state of mental excitement. They were anxious only to get home, and had neither time nor inclination to say anything about their harrowing adventure.

GAZING ON THE SCENE OF RUIN.

Morbid Crowds About the Wrecked Cars and Engine—Blame for the Collision.

LONG ISLAND CITY, Aug. 27.—Around the scene of ruin morbidly curious throngs were gathered all day, and no efforts of the few policemen on hand could make a clear passage for or give freedom of movement to the hundreds of workmen who began to clear away the wreck even before daylight.

General Manager Everett R. Reynolds and General Superintendent William H. Blood had been on hand directing the work from the first.

So many had been the bodies taken from the wreck the night before that there was almost a certainty that the morning light would reveal more ghastly corpses.

The great engine which had done its awful work so completely stood there bruised and battered, but with its fire still burning and with the steam pouring out of the cracks all over its body.

The last two passenger cars of the Manhattan train, literally shattered to splinters, lay in the ditch with their battered, twisted trucks and ironwork lying about everywhere. One of the best evidences of the tremendous force of the collision was a truck which had been hurled between the tracks near the engine. Its axle had been bent as with a perfect machine into a letter U, and the wheels lay side by side flat on the ground.

The two sections of the last car lay by the side of the track, cut from each other almost as cleanly as if a sharp knife had done the work.

Although hundreds of men were at work, gathering the smaller débris and hauling off the sections of smashed and battered cars to the neighboring field, it was not until 9:15 that the tracks were cleared and traffic resumed.

The engine and the one car which even to a degree withstood the shock of collision were taken to the repair shops of the Long Island Railroad at Morris Park.

There were all sorts of rumors and opinions as to the cause of the accident, and official statements were absolutely refused. Switchman Knott was blamed by many for the accident, and it was said that he had signaled the Rockaway train that everything was all right.

William Smith of 78 Linden Street, Brooklyn, was an eye witness of almost the entire catastrophe.

He is visiting his brother-in-law, Walter Dubovoise, who lives not more than seventy-five feet from the place where the collision happened. He was unable to sleep on account of the heat and about 11 o'clock was near a window at the front part of the house.

"I heard a train stop up short on the crossing," he said to a reporter for THE NEW-YORK TIMES to-day. "It afterward turned out to be the Manhattan Beach train. I could see that it had been signaled, and knew that this was done to let the regular, which was just ahead of it, get further away.

"Suddenly I heard four long whistles, and then came one short, shrill whistle, which was to call in the brakeman who had been sent down the track with a lantern.

"Then the train began to move, but it seemed to make slow progress. The wheels didn't seem to take hold on the rails, which were dampened by the fog. The signal at that time, I could see from here, was the red lantern, which means that all trains must keep off that block.

"Suddenly around the curve came the Rockaway Beach train, going at a terrific pace. It seemed but an instant before there was a fearful crash.

"The last car of the Manhattan Beach train had not then passed the signal pole. The Rockaway Beach engine seemed to go with a bound right through the cars of the slowly moving train, and I saw the last car fall apparently right in halves.

"I rushed from the house, and when I managed to get near the great pile of humanity and splintered cars the sight was piteous and appalling. Some of the poor victims had been thrown far into the field; others, shrieking for help, were held fast under heavy beams or even worse, under the wheels of the great engine; others lay moaning feebly in the ditch by the side of the track.

"My brother-in-law and I did the best we could for the sufferers. It seemed as if help would never come. We tried and tried to get doctors, but could arouse nobody. Not a physician was there for three-quarters of an hour after the collision, and these poor unfortunates had to lie there in their terrible agony.

"At last an engine brought physicians, and the work of rescue and medical attendance began.

"I am positive that Switchman Knott is not to blame for this accident. I saw his signal after he had ordered the Manhattan train to go on, and I could swear it was the danger signal. Engineer Cronkite of the Rockaway train just flew around that curve, and even when he must have seen the rear lights of the Manhattan train he did not seem to slack up a bit. He must have crashed into that last car at a fifty-mile gait. He whistled just before the collision. He and his fireman, Robert Price, jumped just as the whistle sounded and so saved themselves.

"The Manhattan train had no speed to speak of when the collision came. It couldn't seem to get any headway. Trains always go at a terrific rate of speed around this curve."

Engineer Cronkite blames Signalman Knott.

The engineer was seen to-day by a reporter for THE NEW-YORK TIMES. His terrible experience of last night had completely unnerved him.

"I was not to blame for the collision," he said. "I received the wrong signal, and when I discovered the condition of affairs it was too late to do anything.

"We were coming along at a pretty good rate. My fireman, Robert Price, was on the lookout as we came to the long curve. He and I both saw a white light on the signal pole, which meant that we could go ahead, as the block was clear.

"Suddenly Price turned to me, his face white with fear. 'There's a rear end,' he said, meaning that we were about to run into the rear of another train.

"I had no time to do much; we were too near. I gave one whistle and crowded the lever down hard. It was no use; the distance was too short."

Investigation in the cab of the engine some time after the collision verified Mr. Bronkito's statement as to shutting of steam. As to the color of the light displayed on the signal pole there is a great difference of opinion.

A railroad man who was at the scene of the wreck this morning said to a reporter for THE NEW-YORK TIMES: "There may have been a white light displayed on the pole for a second. It was by that signal that Knott let Engineer Donaldson of the Manhattan train know that he could go ahead over the block by the tower.

"That light would not be displayed but a second, and if Cronkite saw it he must have neglected to look again when there was the change to the red light of danger.

"He was coming too fast around the curve to begin with, but it may be that the fault is with the man who went, or was supposed to have gone, back to flag approaching trains. I have heard it said that no man went back at all. If you look, you will see the red signal lantern now in just the same position it was when Knott turned it there."

General Manager E. R. Reynolds said: "The accident was a terrible one, the worst ever known about here. I can't discuss it because I do not yet know the facts or the arguments in favor of both sides.

"There are two sides, you know, because while Engineer Cronkite says he was signaled that everything was all right, Signalman Knott declares he had a red light displayed, and that Cronkite was not on the lookout."

General Superintendent William H. Blood said: "We shall hold an investigation into the causes of the collision in my office to-day. Then we expect to get at the true facts of the case. As between the engineer and the signalman, who tell different stories, we cannot judge till then. It has been said that Signalman Knott is a green man who has been in our employ only three or four days. Our books show that he has been in our employ nearly eight months, and he is considered a faithful man."

There were many sad scenes enacted about the ferries and the station here to-day. Nearly every boat from New-York brought somebody looking for relative or friend.

It was impossible last night to obtain the list of dead, and the list of wounded was so incomplete that doubt and fear almost stifled hope as the sad procession wended its way to the hospital or morgue.

A handsomely-dressed woman, who came over on the Thirty-fourth Street Ferry, was so overcome with grief that she was nearly prostrated when she started on her uncertain and dreaded quest. Nothing that sympathetic bystanders could say to her would allay her fears, and after aimlessly and frantically seeking information about the station she went to St. John's Hospital. There she found the object of her search, Eugene W. Weiss of 237 West Sixteenth Street, New-York, lying helpless on a cot with both his arms broken.

GHASTLY SIGHTS IN THE MORGUE.

Bodies So Mangled, Identification Was Impossible Save by Articles Found on Them.

NEWTOWN, L. I., Aug. 27.—The bodies of thirteen of the victims of the collision at Berlin rested to-day in the stable of Henry Skelton's undertaking establishment in Grand Street. The room which serves as a morgue was not large enough to contain the dead, so a temporary morgue was fitted up in the stable in the rear.

All day long crowds of curious townspeople have been flocking to Skelton's to gaze with morbid curiosity at the shockingly disfigured bodies.

Many of those who thronged the yard in front of the temporary morgue, or loitered near at hand in the street, were gathered there manifestly in the hope of seeing some emotional and dramatic occurrences, but in only one instance did natural feelings overpower the self-control of those who came to the morgue to look for missing ones.

For a large part of the day there was a continual stream of men and women passing into the barn in front of the partially exposed bodies, and then to the street.

All day long the Rev. J. E. Mallman, pastor of the Presbyterian Church here, remained outside the morgue assisting those who came to search for missing relatives or friends, and comforting those who had their worst fears realized in finding the object of their search.

Not many months ago, when a workman was buried many feet by the caving in of a well, the Rev. Mr. Mallman was the first to seize a shovel and go to work to excavate the entombed man.

There was an unfortunate, though unavoidable, delay in connection with notifying Coroner Brandon of the terrible catastrophe. The Coroner of Newtown lives at least a mile and a half from the place where the collision occurred, and it was nearly an hour after the first crash that a messenger, breathless and excited, tried to explain to him what had happened on the tracks of the Long Island Railroad.

Coroner Brandon quickly recognized the situation, and, getting all the assistance he could, he started two vans and an express wagon toward Laurel Hill, while he drove on ahead to do what he could.

By the time he arrived at the place of the accident he found that some of the dead had already been removed. After it was certain that there were no more bodies to be taken to the morgue the bodies were placed in the carts, and, slowly moving their way through a heavy fog, the three teams proceeded with their loads of dead.

It was near break of day when the heavy wagons drove into the yard at Skelton's. Lanterns were procured, and in the dim and uncertain light the crushed and bleeding semblances of humanity were laid out on the barn floor.

Even Coroner Brandon was faint and sick when he had finished his task. White sheets were gently thrown over the bodies.

About 7 o'clock the task of arranging the dead for identification was begun. A number of plain boards were secured and constructed into temporary resting places for the bodies, which were arranged in one row and each given a number. A systematic search of the clothing of the dead was then made, in the hope of discovering some clue which would establish the owner's identity.

The examination of the dead was begun by searching the body then known as No. 1, which was shockingly mutilated. The skull was crushed in, both arms were broken, and the legs, which had been caught beneath the trucks of the last car of the Manhattan Beach train, were broken and twisted in several directions. In the pockets were found several letters addressed to Alexander Grillet, 29 West Twenty-third Street.

One of the letters was from the Brookfield Linen Company of 98 Franklin Street, New-York City, and another from Burton Brothers & Co., 384 Broadway, also of New-York City. Both letters were in relation to business affairs. A gold watch, memorandum book, and small personal effects were all removed and carefully tied up in a box labeled "No. 1." There was also found a voucher of insurance policy No. 19,180 in the United States Mutual Accident Association.

Late in the afternoon J. F. Stark, an employe of the firm of which Mr. Grillet was a member, called at the Morgue and vouched for the identification. He said that Mr. Grillet had a mother, three sisters, and an invalid brother in Philadelphia. He was their chief support. He was formerly a traveling salesman for Borel & Co., wholesale dealers in covered buttons at 29 West Twenty-third Street, but by industrious work became a partner.

The second body was crushed and mangled to such an extent that it resembled nothing human. Only the face was at all recognizable. The right leg was severed at the knee. The white shirt was marked "E. P." On the third finger of the left hand was a silver ring. In the pocketbook was a visiting card which bore the name of George Fielding, and a tag in his trousers pocket had the same name, with the addition of "1,536 Madison Avenue, New-York City."

There was also in a purse a receipted bill, dated March 11, 1893, which showed that he had paid $5 for three days' treatment at St. Luke's Hospital, New-York. There was also a number of receipts and prescriptions. Late to-night he was identified by his brother as George Phelan, an actor, whose stage name was Fielding. He said his brother was thirty-six years old and unmarried.

Close beside this body was one of a woman who had two diamond rings upon her hands. She also wore a pair of diamond earrings. One of the rings was a wedding ring with the inscription inside, "A. W. to B. W., August 7, 1874." She was subsequently identified as Mrs. Bertha Weinstein of 345 East Fifty-eighth Street, New-York.

Upon the next pine-board slab rested the body of another woman. She still remains unidentified. She had a gold open-face watch with the back enameled with a wreath; diamond earrings, and a silver breastpin with a pearl in the centre. There was little money found in her purse, and nothing which gave the slightest clue as to who she was.

On the next pine board was the body of a man about forty years old. The back of his skull was crushed in like an eggshell, his back was broken, and splinters from the wreck had pierced him in many places. One of his legs was almost severed. In the pocket of his coat were found two letters, one addressed to Mortimer Dittman, 73 West Twelfth Street, New-York, and another to 72 Grand Street, New-York.

A check for $125, drawn on the Ninth National Bank by D. J. Needberg and dated Aug. 18, 1893, was also found in his pocket book, having been returned marked "N. G." He had an open-face gold watch, with his monogram, "M. D.," engraved upon the back. There was also a certificate to the effect that he had paid $5 to the Hebrew Benevolent Asylum of New-York. There was a letter congratulating him upon his engagement, signed by "Adolph," who wrote upon a letterhead of Liebmann, the Brooklyn brewer.

"Number six," the next occupant of a rude slab, could not be identified further than by the name which was attached to a bunch of keys found in his pocket. The name was J. J. Hyland, Westerly, R. I. Many persons who heard the name thought at first that it was the body of the horse trainer employed in the stables of Gideon & Daly, but the unknown dead in no way resembled the trainer.

There was a small amount of money found in this man's purse, and twelve pawn tickets for rings, clothing, a watch, and other articles. In an inside coat pocket was a small black book bearing, in gilt letters upon the cover, the words "Key to Heaven." On the fly page was stamped the name of J. J. Clancey.

In the clothing of the body of the next unknown man only a few cents and a letter were found. The letter was addressed to Miss McKenna, Clifton Terrace, Rosebank, S. I., and had not been mailed. The letter was signed "Dick," and in the lower corner were the words: "Address Richard Newman, care of Turner & O'Brien, Thirty-seventh Street and Third Avenue." One of the gold cuff buttons which he wore had engraved upon it the initial "Y," and the other the letter "N."

A small boy, not more than fourteen years old, with both legs nearly severed and his body twisted into an unnatural shape, was known as "No. 8." He was evidently a Hebrew and wore a medal of merit given by Temple Rudolph Sholom. The name of Sidney Weinstein was engraved upon it, and he was subsequently identified as the son of "No. 3."

"Number 9," as the next body was known, was that of a woman. She had been neatly dressed in black, but in the accident her garments had been torn and rent into shreds. She did not seem more than twenty-two years old, and her flaxen hair fell in waves down over what was before a pretty face, but then blackened and marred.

In the terrible collision both her lower limbs had been driven into the trunk, and she was undoubtedly killed immediately from internal injuries. There was only one diamond earring to be found. Upon her left hand was a wedding ring inscribed "O. D. to M. D., 26th of May, 1892."

In the afternoon an elderly man and woman called at Coronor Brandon's office, which is not far from the morgue, and said that they were looking for their daughter, who had been married about a year. The father would say no more about himself but to say that his name was Diehl. The Coroner recognized from their description a likeness to "No. 9," and he showed them the property that had been taken from her clothing.

"That's her," said the mother, with a cry of anguish, when shown the wedding ring; "Take me to Maggie! Take me to Maggie! I must see her," she wailed.

Coroner Brandon and the husband did their best to dissuade her from her purpose, but she was determined and she was finally allowed to have her own way. She was permitted only to see her daughter's face, however. As soon as she saw the distorted features she swooned. The mother was taken into the office and revived. She said her daughter was Mrs. Maggie B. Dietzel of 122 East One Hundred and Fourteenth Street, New-York.

The next body was in a sickening state of mutilation. It seemed as if every bone in the man's body had either been broken or dislocated. The search through his pockets brought to light a number of cards addressed to "Mr. Stein, care of Mr. Goodman, 338 West Fifty-second Street." Another was to "Mr. Max, care of Abram Stein & Co., 97 Gold Street." He carried a nickel watch. When it was found by Coroner Brandon the back had been torn off and the hands pointed exactly at 11:45, the time of the collision. Late in the evening the body was identified as that of Max Stein of 338 West Fifty-second Street, New-York. He was thirty-eight years old and single, and was employed by the firm of Abram Stein &

CALISAYA LA RILLA—NOT A QUACK or cure-all, but a prompt and reliable tonic.—*Adv.*

The Madison Avenue Hotel, 58th St. and Madison Av., delightfully situated, cuisine perfect; moderate prices. H. M. Clark, Mgr., formerly of Murray Hill.—*Adv.*

Co. He was identified by Samuel Goodman, with whom he roomed.

The fourth woman rested upon slab No. 11. In her clothes was found a purse which contained one steel-engraved card reading, "Mrs. John Conrad Dyckhoff." There was also found in her purse a receipted bill for pew rent in St. Francis Xavier's Church, New-York. A small rosary was also found.

The last body but one was that of a man evidently a commercial traveler. He carried a small scapular in his pocketbook. A large memorandum book was found in his coat which showed he had been employed by Eising & Co., 47 and 49 Front Street, New-York. Both arms were broken, the skull was crushed, and the lower part of his body frightfully mutilated.

John Conrad Dyckhoff was on the train with his wife, who is No. 11. He was a partner in the liquor firm of Eising & Co., 47 Front Street, New-York, and during this Summer has made frequent trips to some one of the seaside resorts for the afternoon. He was not reported among the killed at first, but late to-night a description of the articles found on No. 12 led persons who knew Mr. Dyckhoff to believe that it was his body.

On the last pine board, at the further end of the table, lay the body of E. A. Buck, the editor of the *Spirit of the Times.* He had received a number of frightful injuries.

The bodies of Mr. Buck and Mrs. Maggie B. Dietzel were removed to-day. The others still remain in the morgue.

The inquest to determine the responsibility of the accident will be held here in Coroner Brandon's office Wednesday.

IN ST. JOHN'S HOSPITAL.

Passengers Who Escaped with Injuries Tell Their Experiences.

LONG ISLAND CITY, Aug. 27.—St. John's Hospital had many anxious callers to-day. There are in the hospital sixteen victims of the wreck at Berlin, who are more or less dangerously injured, and many friends and relatives called to learn of their condition.

Harris G. Kimball of 122 Lincoln Place, Brooklyn, lies in a cot in the hospital, suffering from concussion of the brain. He occupied a seat in the rear of the last car of the Manhattan Beach train.

He saw the train from Rockaway Beach coming, and knew that a collision was inevitable. He made an attempt to reach a place of safety, but fell forward over a seat. When the crash came he was struck on the head by an iron rod.

Mr. Kimball's brother, Jonathan, of 114 West Eighty-sixth Street, New-York, called at the hospital this afternoon and learned that his brother's chances of recovery were very good.

William Lynch, proprietor of the billiard room at the Hotel Victoria, New-York, would not have been in the wreck had he carried out his original intention and returned from Manhattan Beach to New-York early in the evening. Friends prevailed on him to stay, and he is now laid up with two broken ribs and a broken ankle.

There were some visitors, however, who came out of the hospital looking more cheerful than when they entered. Many whose husbands or brothers did not come home Saturday night fearfully concluded that they might be in St. John's Hospital. Most of them learned that their fears were groundless.

William H. Warlow of 706 Green Street, Philadelphia, who is one of the officers of the United States Express Company, came on from his home looking for his nephew, F. W. Westervelt. The nephew went to Creedmore and did not return. It was feared he had been to Manhattan Beach and was in the wrecked train. Mr. Warlow did not find his nephew at the hospital and he went away relieved.

One of the saddest scenes of the day was about the bedside of Oscar Dietzel, who subsequently died. In his delirium he held out his arms and piteously called for his wife. She was then lying dead in Skelton's morgue at Newtown.

Those who were injured but who were sufficiently strong to warrant the doctors at the hospital in permitting them to talk of the disaster have thrilling stories to relate of their experiences.

Aaron Weinstein of 347 East Fifty-eighth Street, whose wife and whose little boy were killed, is himself at St. John's Hospital suffering from brain concussion, but the doctors say he will rapidly recover.

"I was sitting on the outside of the seat in the last car of the Manhattan Beach train," said he, "with my little boy next to me and my wife next to him. The little boy was asleep, tired out with the fun he had been having at the beach all day. My wife was holding him in her arms, and I was smoking a cigar and watching the country as we sped along. The train was going very fast.

"We stopped just where the accident occurred, and either the engine of our train or of some other one blew three or four very shrill blasts. I paid no particular attention to them. Then our train began to move very slowly.

"Just then we heard a locomotive in the rear of our train whistling. I saw some people look back. Then I saw some jump from the car. I got frightened in a minute and stood up. Before I had time to think the crash came, the terrible crash that has robbed me of my wife and little boy. I did not see them die, thank God. I was thrown over the seat in front. Something struck me a terrific blow on the head. I knew nothing more until a doctor administered restoratives to me and then I was sent here."

Eugene M. Weiss of 213 West Sixteenth Street, this city, who is so badly scalded that the doctors fear that he will die, has his entire body bandaged with soothing lotions. He is suffering the most excruciating agony, but his mind is clear and he bears up with a braveness that causes the gentle Sisters of Charity who are nursing him to be more gentle than ever, if such a thing is possible.

"I was in the forward car of the Rockaway train," he said. "We had no warning of what was coming, no opportunity to jump or anything of that sort. The locomotive on our train gave a long whistle, but that was nothing unusual, and then came the collision. The car I was in first seemed to rise up on end. Then the car in the rear began to crush through it. I was thrown out and landed on the wrecked engine. The escaping steam and hot water scalded me until I lost consciousness because of my pain.

"And I am glad that I lost my senses, for I saw sights and heard sounds that would have driven me crazy. I could not move, for I was held down by wreckage. I saw a poor fellow with both legs cut off thrown across the boiler of the locomotive. I saw a woman's body pushed toward me by the wreckage and jammed up against the locomotive with such tremendous force that it was dismembered. Everywhere there were shrieks, groans, and shouts.

"I do not know how I was taken out or when, for my mind did not return until I arrived here."

PHYSICIANS WHISKED AWAY.

Many on the Manhattan Train Who Could Have Cared for the Injured.

Not for three-quarters of an hour after the collision was a physician taken to the scene to minister to the sufferings of the scores of unfortunates who needed relief. It was a full hour and a half after the disaster before the relief train with a corps of physicians on board capable of giving all needed service reached the spot.

So the suffering ones had to endure agonies for from three-quarters of an hour to an hour and a half because there were not doctors on hand to relieve them.

Yet there were doctors on the forward cars of the very train which was wrecked, doctors who would have been rejoiced to devote the night to helping their wounded fellow-passengers in the rear cars; but they had no opportunity to do so, for they were rushed on to Long Island City and kept in ignorance of the tragedy that had been enacted.

One of these physicians who was on the train, and who would have been glad to devote his skill and his knowledge to the wounded, was Dr. T. Hamilton Burch of 41 West Thirty-fourth Street, this city. Speaking of the matter to a reporter for THE NEW-YORK TIMES, the doctor, with much warmth of feeling, said:

"The way in which the victims of this terrible affair were allowed to suffer and to die in the wreck without medical attendance when it could have been so quickly and so easily given to them was outrageous, criminally outrageous.

"I was in the first car of the Manhattan Beach train ahead of those which were telescoped. The seats of the car were pretty nearly all filled. There were at least half a dozen physicians besides myself on the cars of that train ahead of those which were smashed up, doctors who were personally known to me.

"When the crash came we were all thrown from our seats, but the train kept on, gradually slowing down and coming to a full stop a considerable distance up the track. Of course we were all greatly excited, and everybody was asking the railroad employes what had happened.

"We remained in the cars, the employes telling us that the train was about to start right along and run to Long Island City. The train was stationary five minutes, I should say.

"During that time I found it impossible to learn what had happened. One fellow told me that the train had run over a cow. Another said that a Bushwick Avenue train had struck the rear end of our train, cutting off five cars, but that nobody was hurt. They well knew the awful situation of affairs back on the track, but would tell us nothing. I asked a half dozen times whether anybody had been hurt and was told no.

"Why in the name of all that is human did not that train run back to the wrecked cars so that help could have been given to the suffering? Why in the name of common sense and humanity was not some inquiry made among the crowd of passengers in the forward cars as to whether there were any doctors there? As I tell you, there were not less than half a dozen doctors on that train. Had we gone to the wreck and started the work of relief then, what a great amount of suffering we could have saved, and perhaps we might have saved lives.

"But no. I suppose the rules of the company would not allow this. Instead, we were kept in ignorance of the disaster that had overtaken our fellow-passengers and were rushed on to Long Island City, while the crushed and bleeding among the wreckage had to wait long for the help we could have given them."

Augustus Baedecker of this city, who is connected with the Sheepshead Bay race track, said: "The disaster was very terrible. I was fortunate enough to escape with a severe shaking up, and so was able to assist those less fortunate. I helped to carry four men from the cars."

Eugene Matthews of 7 Greenwich Street, this city, said: "I helped to carry away one of the killed. I cannot give you any details. The affair happened so suddenly that nobody knew anything about it until the train crashed into us.

"The shrieks of the wounded and dying are ringing in my ears even now. I am hurrying home so that my family may not be alarmed."

Isaac H. Rothschild of 243 East Fiftieth Street, this city, gave the following description of the awful scene:

"Myself, my wife, and my daughter were coming home from Manhattan Beach and occupied seats in the centre of one of the cars that had in some way become detached from the remainder of our train.

"Directly in front of us sat three men, apparently asleep. They were all terribly injured. It was an awful scene. I don't know how my wife and daughter and I escaped."

Dr. Gideon Knapp, who was on the Manhattan Beach train with Mr. Buck of the *Spirit of the Times*, and who narrowly escaped by jumping from the rear car before it was struck by the locomotive of the Rockaway Beach train, was seen last evening at the Union Club, and made the following statement:

"Mr. Buck and myself were very intimate personal friends. We were seated back in the rear car only a few seats removed from the rear door. Mr. Buck's son was in the car in front of us, seated by himself.

"We came to a stop very close to Laurel Hill. We stopped for a short time, how long I cannot say, possibly from one and a half to four minutes.

"The first indication of danger we received was when we heard a train whistle for a crossing, but we were not certain it was on our track. Shortly afterward we heard it whistle for another crossing, and soon after we saw the headlight of the engine. As it was on a curve we did not know it was on our track.

"Again we heard the whistle for the third crossing, and then I felt certain it was on our track. I said to Mr. Buck that we should jump from the train to save ourselves. I told him to take the rail side, motioning to him with my right hand, and said I would take the other side.

"We both rushed to the platform at the rear end of the car, but before doing so I called on the people in the car to look out for the train behind us. When I reached the platform there was a man standing on the lower step on the side from which I was about to jump. At this time the Rockaway Beach train was very close and was running at a rapid rate.

"I said to this man, 'For God's sake jump.' He did so immediately, and I followed him as quickly as possible, and I believe that before I struck the ground the engine ran into the car and completely wrecked it.

"I found Mr. Buck lying dead some time after in the wreckage. His son had a miraculous escape from death, as the portion of the car he was in was entirely demolished. I found him after discovering his father's body. He is severely bruised and shaken up, with a severe scald of the right hand, a scalp wound, a flesh wound on his face, caused, I presume, by flying glass from the windows of the car. He is also terribly bruised all over his body, but no bones were broken, and I trust he has suffered no internal injuries.

"As soon as the relief train came up, I took Mr. Buck's son to Long Island City, and then accompanied him to his home in West Fifty-first Street.

"I should state that just after the first whistle of the Rockaway Beach train our train was started in motion and was going at the rate of about ten miles an hour when the collision occurred. The Rockaway Beach train was going at a rapid rate of speed."

Dr. Schufelt of 38 West Nineteenth Street, who is one of the professors of the Post-Graduate Medical School, who was on the Rockaway Beach train, said:

"I was a passsenger on the Rockaway Beach train. I think I was in the third car reading at the time the accident occurred. I felt a sudden shock, and was thrown over the seats a distance of 8 or 10 feet. I received a slight scalp wound, but was not otherwise injured, although I was thrown head foremost over the seats.

"When I got off the car a terrible scene was presented. The rear cars of the Manhattan Beach train were completely wrecked, and the groans of the dying were heard on every side. I went around among the people to assist the wounded in every way possible, but I had no instruments or bandages, and very little could be done to relieve them. I bandaged a man whose two legs were cut off above the knee, and I assisted in removing the wounded from the wreckage.

"I think many of the passengers lost their lives by jumping from the cars, or in attempting to jump. There was an embankment on the side of the place where the collision occurred, and the majority of those who were killed were caught between the cars and the embankment.

"There was a good deal of excitement, but many of the young men among the passengers acted with great coolness and rendered invaluable assistance in removing the wounded from the wreckage and caring for them. The railroad officials, also, did everything possible to care for the injured.

"It took two hours from the time of the accident before the relief train came up, and, when it did come, I was very much surprised to find that such little provision was made for an accident of the kind.

"By the time the relief train left, most of the bodies had been recovered from the wreck. The best work I saw done in rescuing the wounded from the wreckage was by two young men, Bowen and Douglas, who are engaged in the coffee trade in Front Street. From what I witnessed of the suffering endured by the wounded for want of medical appliances, I think every train should have a box of surgical instruments and a stock of bandages on board."

A physician who did not wish to give his name for publication severely criticised the Long Island Railroad management for the delay in sending the relief train to the scene of the disaster.

R. D. Barrett of 207 East Fifteenth Street, who was a passenger on the Rockaway Beach train, made the following statement last evening to a reporter of THE NEW-YORK TIMES:

"I was in the third car from the front, at the rear end of the car, when the collision took place. Our train was going at a terrible rate of speed. It was running faster than I have ever known excursion trains to travel. The first thing I knew of the danger in which we were placed was when I felt the shock. All the passengers in the car were thrown out of their seats on to the floor."

"A moment of terrible excitement followed. Everybody rushed to the door to endeavor to get into the rear cars. The train went a short distance after colliding with the Manhattan Beach train, probably a block, or half a block. When I looked out I saw that we were alongside of the tin works. On the other side was the Manhattan Beach train, the two rear cars of which were completely wrecked.

"It was 11:45 when the collision occurred. The scene witnessed when we got off the cars was an awful one. The groans of the wounded were most pitiable, and it was a long time before any effective efforts were made to remove them from the wreckage. The men who were employed in the tin factory at first refused to render assistance, but afterward, when their employers were notified of the condition of the passengers, the men stopped work and did everything in their power to rescue the injured from the wreckage and minister to the wants of the wounded.

"The railroad officials did nothing whatever, as far as I could see, to assist the injured passengers. Any assistance rendered to them came from the men employed in the tin works and from passengers who escaped without injury. Some of these ran down to a liquor store and obtained a few bottles of whisky. This was given to the wounded as they were extricated from the wreck.

"There was very little light around the wrecked cars, and the only way we could distinguish between the living and the dead was by the lanterns carried around by the workmen from the tin factory. I saw four dead men, and while we were taking a young man out of the embankment who was badly injured I saw an old gentleman raise his head as we passed and say:

"'Oh, my God!'

"Those were his last words. The next moment he was dead.

"There were no accommodations whatever provided for the wounded by the railroad company. The only means for finding a rest for their heads was by tearing the cushions from the cars. It was nearly 2 o'clock before the relief train arrived, and even this brought no accommodation for the wounded. I saw no doctors on board, no surgical instruments or bandages. Even when we got to Long Island City the wounded were no better off. A young man who had his spine badly injured asked for a doctor on reaching the station, and the officials said they were going to send for one.

"There was one man thrown upon the top of the locomotive by the collision, and up to the time I left on the relief train, at about 1:50, the body had not been removed."

J. L. Dudley of Holyoke, Mass., was one of the passengers on the Manhattan Beach train and occupied a seat in the first car. His story of his experience is as follows:

"We were within a few miles of Long Island City when we stopped at some small station, the name of which I did not hear. We stopped there a long time, so long that the passengers complained quite loudly. Some one said that another train would come along and run into us if we staid there much longer. Finally we started, but we went very slowly, and before we had gone far there was a crash.

"The passengers in the car were thrown from their seats, and the people who were standing were piled up at one end. The right-hand side of the car was lifted up until I thought it would be overturned. Every window on that side of the car was broken and glass flew all over the people there, many of whom were severely cut. Women screamed and cried and men shouted. The fellow who had predicted the accident a few minutes before yelled at the top of his voice:

"'I told you so! I told you so!'

"As soon as the people could pick themselves up they made a rush for the doors, but the train had already started up.

"I had a chance to look about the car then, and it seemed as if every person in the car had been either bruised by the shock or cut by the glass from the broken windows. Some of the women were in hysterics, and there was a regular pandemonium of noise.

"After running a little way the engineer stopped the train, and almost all the men got off to investigate. We went back and found that the two rear cars were missing and the coupling was cut off short. There had been only one brakeman on the train and both he and the conductor had been left behind. Many of the people had friends in the two missing rear cars and they went forward and urged the engineer to run back to the scene of the accident. This he positively refused to do, saying he had no authority.

"There was a good deal of angry talk for a while, as many people blamed the engineer for the accident, and finally some one of the crowd shouted, 'Lynch him!' The men made a movement toward the engineer, but he did not wait for them to reach him. He rang the bell, shouted "All aboard!" and started the train. The crowd jumped on and we soon reached Long Island City, minus conductor, brakeman, and the two last cars of the train.

"At Long Island City some of the passengers wanted to hire special trains to go back and find their friends, but these were refused them, and after waiting a few minutes most of them crossed over to the city."

VICTIMS OF THE DISASTER.

Men and Women Who Lost Their Lives in the Collision.

ELISHA A. BUCK, proprietor of the *Spirit of the Times*, was a native of Putnam County, and was fifty-three years of age. Mr. Buck was originally a railroad contractor, and always took a deep interest in sporting events. At one time he owned the fasted double trotting team in the country. He first became interested in horses when he was at Cleveland, Ohio, in 1866.

In the Summer of 1875 he purchased half the interest in the *Spirit of the Times* from George Wilkes, and in September, 1879, he bought out Mr. Wilkes's interest and became sole proprietor. Since that time he had had control of the paper, which is managed by his two sons. His eldest son, Harry, who was with him on the train, received serious injuries. His wife and his other son were at Narragansett Pier and returned home late yesterday evening.

MRS. JOHN CONRAD DYCKHOFF was the wife of John Conrad Dyckhoff, a wholesale wine and liquor merchant doing business at 47 Front Street and living at the Burlington Apartment House, 10 West Thirtieth Street. Mr. and Mrs. Dyckhoff were in the habit of going down to either Rockaway or Manhattan Beach almost every Saturday during the Summer. Mrs. Dyckhoff was about forty-five years of age, and was prominent in the charities of the Roman Catholic Church.

In her purse, which was examined by Coroner Brandon of Newtown, was found a list of several sisters of charity.

It was not until 6 o'clock last night that word was received at the Burlington that Mr. and Mrs. Dyckhoff were in the accident. Their only son went to visit friends at Bergen Point, N. J., on Saturday, and could not be reached yesterday by telegraph or telephone. Usually when Mr. and Mrs. Dyckhoff went to the beach they took with them their niece. On Saturday she did not go, and just learned of the accident on calling at the Burlington last night.

OSCAR B. DIETZEL was a partner in the firm of Dietzel & Grossenbach, manufacturers of braid at 236 and 238 East Thirty-ninth Street. He resided at 122 East One Hundred and Fourteenth Street. His parents live at 209 East One Hundred and Twelfth Street. They went to the Newtown Morgue yesterday and identified his body and that of his wife Maggie.

Mrs. BERTHA WEINSTEIN, who was killed with her son Sidney, was the wife of Aaron Weinstein, a wholesale cigar dealer at 80 William Street, and lived at 347 Fifty-eighth Street. She was about forty years old, and the mother of four boys. Sidney was the next to the oldest, being fourteen years of age. He was a remarkably fine performer on the violin. Mr. Weinstein, who was with his wife and son, was severely injured, and is now at St. John's Hospital, Brooklyn. He is internally injured and not expected to live.

ALEXANDER GRILLET was junior partner in the firm of Borel & Co., manufacturers and wholesale dealers in covered buttons. The headquarters of the firm are in Philadelphia, where Mr. Grillet lived with his mother, three sisters, and an invalid brother. The firm some time ago opened an office in this city at 29 West Twenty-third Street.

MORTIMER DITTMAN was thirty years old, and was born in this city. He was a member of the firm of Stern & Schloss, dealers in infants' wear, at 72 Greene Street. He left his residence at 75 West Fifty-second Street on Saturday morning, intending to spend Sunday with his sister at Far Rockaway.

GEORGE PHELAN was an actor, unmarried, and about thirty-six years old, who lived with his brother at 1,536 Madison Avenue.

MAX STEIN lived at 338 West Fifty-second Street, and was employed as a bookkeeper by Abram Stein & Co. at 97 Gold Street. He was not married.

INCIDENTS ABOUT THE WRECK.

Ghastly Find in a Boiler Head—How Mr. Brown Lost His Money.

LONG ISLAND CITY, Aug. 27.—Just before the dismantled and battered engine of the Rockaway Beach train was taken to the repair shops this morning, one of the crew of the wrecking train discovered what appeared to be a piece of a woman's dress hanging from the dense mass of splintered and twisted timbers crowded into the broken front of the boiler.

So closely wedged in was this mass of wood that it was some time before it could be found whether, as was at first thought, a woman's body had been forced into this small area.

Finally enough debris was removed to expose a sight which made the spectators shudder. They turned away in horror when a part of a leg and an entire foot were taken out and sent away to the morgue.

Several of those present insisted that where these were found there must be a body. Superintendent Blood had the opening in the boiler searched thoroughly, but nothing more was found.

One of the most horrible spectacles of the night was that of a man who had been hurled by the force of the concussion into the engine of the Rockaway train, where with his body closely wedged under the toppling smokestack, he was slowly scalded and roasted to death.

Ambrose Brown, who lives at Broadway and Main Street, Yonkers, was in the wrecked Manhattan Beach train, with his wife and child.

When the crash came all three were thrown violently over a seat and to the floor. His vest containing all his money was in his wife's lap. It was hurled through the open window.

Mrs. Brown was badly hurt by a timber which struck her on the hip. Mr. Brown was knocked senseless and, when he recovered consciousness, found himself hatless and coatless. The child, strange to say, was not at all hurt.

Fatal Kentucky Street Duel.

LEXINGTON, Ky., Aug. 27.—County Attorney W. H. Averitt was shot by Robert Hardwick at Stanton yesterday. Hardwick was defendant in a case which Averitt prosecuted. The two men exchanged words across the street. Averitt ran his hand in his pocket as if to pull his pistol, when Hardwick fired. The shot struck Averitt a little to the right of the breastplate and entered his chest, tearing his heart and lungs to pieces.

In falling Averitt reeled and landed at the feet of his friend, Asa Pettit, with whom he was walking. Pettit ran into a store near by, and, securing a rifle, made for Hardwick and fired twice. Hardwick fell with a bullethole in his side and his recovery is uncertain.

Hardwick has several brothers and relatives, who avow they will kill Pettit on sight.

Appeal from Yellow Fever Sufferers.

BRUNSWICK, Ga., Aug. 27.—The Brunswick Relief Committee has issued an appeal for subscriptions to relieve the distress in this city owing to the yellow fever scare. While there have been only three cases of yellow fever, the suffering and destitution are as great as though it were epidemic. Factories are deserted, workshops closed, and business entirely prostrated. The colored people have issued an independent appeal. All able to work are given employment at cleaning up streets and disinfecting drains and suspicious premises. Some annoyance has been caused by shiftless colored people coming from outlying districts and expecting to be fed at public expense. Little consideration is being wasted upon them.

A Priest's Charitable Offer.

TERRE HAUTE, Ind., Aug. 27.—In a sermon to-day, Father Victor A. Schnell, pastor of St. Patrick's Roman Catholic Church, said:

"There is great distress in this parish, owing to the hard times. I have a deposit in the bank, which comprises my savings for some years, added to the pension I get as a Union soldier.

"This is at the disposal of the destitute, so long as it holds out."

The suspended Prairie City Bank, according to a report that will be submitted to-morrow, will not pay more than 30 cents on the dollar.

FOR WAKEFULNESS

Use Horsford's Acid Phosphate.

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BRITISH MEDICAL JOURNAL.

WOULD LIKE TO BE GOVERNOR

FIVE MASSACHUSETTS REPUBLICANS NURSING BOOMS.

Attorney General Pillsbury and Frederick T. Greenhalge in the Lead—Not One of These Ambitious Gentlemen Stands for a Single Principle of State Reform or a Single Advanced Idea of Administration—Democrats to Nominate John E. Russell.

BOSTON, Aug. 27.—The new managers of the Republican Party in Massachusetts have come to the conclusion that their chances of success this year will be materially promoted by conducting a short, sharp, and spirited campaign. They have selected Oct. 7 as the date of their annual convention. The election takes place just thirty days later, on Nov. 7. Allowing for the necessary delay in arranging dates for meetings and for the preparation and publication of the candidates' letters of acceptance, and deducting Sundays, there will be not over twenty days for active political work.

At the very outset of the contest, therefore, the Republican leaders make a confession of weakness. They hope to recover the ground which they have lost, not through argument and a frank discussion of the issues that are pressing for settlement, but by the force of preponderating numerical strength. This is a radical departure. Time was when the Republican Party appealed, with sublime confidence, to the judgment and conscience of the voter, and challenged its opponents defiantly to the combat of reason and principle. But that time is no more. The appeal of late has been to the passions and prejudices of the people, and not to their intelligence. Traditions and memories are now invoked to hold men fast in the party faith. What Republicanism was, and not what it is or is to be, is the favorite theme of the orator and the organ.

The Republican politician who deals only with surface conditions declares that Massachusetts is a Republican State. Strictly speaking this is true. But Gov. Russell, a pronounced Democrat, has thrice been elected. No better compliment could be paid to his character and his abilities than that which is involved in the assertion freely made by his opponents that he is the only Democrat who could by any possibility carry the State. Indeed, it was only when his determination to retire from the field of active politics was made known that the Republican leaders displayed any appreciable degree of confidence in their ability to recapture the Gubernatorial chair.

Five aspirants for the honor of succeeding the gifted young Governor have already entered the lists. Ordinarily such a plethora of candidates might be accepted as substantial proof of a conviction among the party hosts that a Republican nomination was, once more, equivalent to an election. But in the present instance this is not the case. The five contestants represent five distinct sections or factions of the party. Each has his energetic henchmen and enthusiastic boomers. The impression might be made upon the minds of casual observers that unusual and exceptional interest in politics was developing. But experienced students see in the situation only the artificial and superficial excitement created by the activities of devoted partisans well skilled in the arts of adroit manipulation and agitation. The people look on placidly while the perspiring workers burden the air with their exhortations and appeals.

Of the five candidates, three live in the City of Boston. These are ex-Mayor and ex-Postmaster Thomas N. Hart, Lieut. Gov. Roger Wolcott, and Attorney General Albert E. Pillsbury. The other two are ex-Congressman William Whiting of Holyoke and ex-Congressman Frederick T. Greenhalge of Lowell. All have been, or are now, in the public service. All have been more or less prominent in the politics of their respective sections.

Mr. Hart is a rich banker. He laid the foundation of his substantial fortune in the fur business. He was for over twenty years a member of the firm of Hart, Taylor & Co. He served in the two branches of the City Council, and was elected Mayor of Boston in the years 1888 and 1889. In 1891 he was appointed Postmaster of Boston by President Harrison, and he has recently retired from that position to make room for Col. J. W. Coveney, a pronounced Democrat.

Mr. Hart's political activities have been confined solely to Boston. He has taken no part in State politics, and is comparatively unknown outside the confines of Suffolk County. His candidacy means nothing to the voters of the State. He represents no issue or policy. He bases his claims to recognition upon his ability to secure votes in this city. He is a self-constituted candidate. No popular demand was made for his entry into the Gubernatorial arena. The very day of his retirement from the Post Office he formally declared his intentions. The tone of his announcement was calculated to give offense. He set himself up as the Moses whom the party was seeking and who was divinely commissioned to lead the Republicans out of Egyptian darkness and bondage. He frankly told them that their three successive defeats were due to their inability to break down the Democratic strength in Boston. He called attention to the fact that in 1888, when he was first elected Mayor, he received 32,712 votes in the city out of a total of 63,548. Four years later President Harrison received 31,555 out of a total of 74,883. In the same election Mr. Haile, the Republican candidate for Governor, received only 28,949 votes and was defeated. The inference to be drawn is obvious.

But Mr. Hart neglected to state that his phenomenal vote of 1888 came as the result of a serious revolt against the administration of Mayor O'Brien, whom he defeated. In municipal politics Boston is very independent. Party ties sit lightly upon the shoulders of the conservative and thoughtful taxpayers. They want the best, the most efficient, and the most economical government available, and they care little for the politics of the man who supplies it. Grave scandals had grown up during Mr. O'Brien's four years of rule, and his defeat came as a stinging rebuke to him and the corrupt ring that surrounded him. Then, too, a large element of the Democracy favored Mr. Hart because he promised them a slice of the municipal pie. They voted for him and he kept his pledges, much to his own discredit. This grasping contingent is ready to work for his interests now, because they know that he would be as liberal with them at the State House as he was at the City Hall.

Through the efforts of this class of political Hessians Mr. Hart expects to capture the primary meetings and bring into the convention a solid Boston delegation. With such a following and the accession of purchasable delegates from other cities, he hopes to make a formidable demonstration of strength. But the character of his support will be apt to drive away the thoughtful and self-respecting members of the party; he will therefore lose more than he will gain by the questionable tactics of his hirelings. Mr. Hart may be counted out of the race as the situation now exists. All he can expect to accomplish will be to secure a position in the race and a chance to throw his strength on the side that seems most likely to win. The consideration for such a trade will be timely assistance in the campaign for the Mayoralty, which is now the ultimate goal of his ambition. Mr. Hart wants to secure the Republican nomination for Mayor of Boston.

Attorney General Pillsbury is a different brand of candidate. He possesses positive qualities of strength. He is a bright, keen lawyer of wide reputation, an effective speaker, and a man of independent and progressive views. He is known in every part of the State, and is much admired by the lesser group of district leaders. He served several terms in the State Senate and was President of that body. He has been thrice elected as Attorney General by a handsome vote. His chances of securing the coveted prize are excellent. The Crapo men, who have been rudely jostled off the track during recent years, have declared for him to a man.

But Mr. Pillsbury is not without his serious elements of weakness. His early independence led him to make mistakes from the standpoint of political expediency. While he was President of the Senate he took the floor to protest against labor measures which have since been engrafted upon the legislation of the Commonwealth. He also antagonized the sentimental movement, started by some of his party associates for political effect, to exempt soldiers from the provisions of the civil service law. His speeches on these measures are likely to prove troublesome just now. His action with respect to the famous Borden trial will also come up to plague him and his friends.

Mr. Pillsbury kept aloof from that trial, so his critics boldly claim, for political reasons. It is commonly understood that he believed Lizzie Borden to be guilty, but that he realized the weakness of the Government's case and so refused to risk a failure just on the eve of a Gubernatorial campaign in which he was destined to play a prominent part. He was fully conscious also of the existence of a strong undercurrent of sentiment in favor of the accused, and he shrank, so it is hinted, from antagonizing this by a closing argument which must, of necessity, reflect strongly upon her character and reputation. Mr. Pillsbury suffers in the estimation of those who believe that a public officer should do his duty fearlessly and without respect to consequences.

The third Boston candidate is Roger Wolcott, who is now serving his first term as Lieutenant Governor. Mr. Wolcott is an eminently respectable gentleman, a scion of an old Boston family, a man of wealth and leisure, and a member of the exclusive social set whose centre is on Commonwealth Avenue and whose circumference extends not beyond Beacon Hill and the Back Bay. Mr. Wolcott narrowly escaped being a Mugwump. It is generally understood that he voted for Mr. Cleveland in 1884. He certainly did not vote for Mr. Blaine. He was induced to remain in the Republican fold by the solicitation of certain gentlemen belonging to his set, who promised to aid in bringing about the reforms in the party which he believed to be a necessary requisite for its future existence and utility.

A step in this direction was taken when the Republican Club was formed a few years ago. Mr. Wolcott was elected as its first President. His most notable achievement while holding that exalted position was a scathing denunciation of Matthew Stanley Quay of Pennsylvania and James S. Clarkson of Iowa. He proclaimed boldly his belief that unless the party unloaded these two men it would in the end come to grief. His foresight was remarkably accurate in this respect, but his sincerity was sadly impaired by the co-operation which he vouchsafed to Clarkson and Quay during the last Presidential campaign while he was running on the State ticket as a candidate for Lieutenant Governor.

Mr. Wolcott, being an aristocrat, evokes no enthusiasm among the masses. He has no sympathy with them or their condition. They have little confidence in him. Unfortunately, he has made a record also which is apt to widen the chasm between him and the rank and file. He has had experience as a legislator on Beacon Hill. That experience, viewed calmly and dispassionately, will not tend to enhance his popularity. He voted against every bill introduced for the advancement of the interests of organized labor. He was ever on the side of the corporations and always against the workingman. Old-line, Stalwart Republicans have not forgiven him for his independence in 1884. The Blaine worshippers will stab him whenever and wherever an opportunity offers. The friends of Mr. Harrison will not forget his refusal to accept the Chairmanship of the Committee on Resolutions at the State Convention as late as 1891, because he was not in full sympathy with the policy of the party. His declination led many to suspect that he voted for Russell for Governor and for John F. Andrew for Congress the preceding year.

It will be seen that Mr. Wolcott is not a gilt-edged candidate for a close fight. It is hardly probable that he expects to be nominated; indeed, it is said that he really is seeking, not the nomination for Governor, but a renomination for Lieutenant Governor.

If the party goes outside of Boston for a candidate it is apt to take up F. T. Greenhalge of Lowell, unless existing signs are deceptive. Mr. Greenhalge has much to commend him to thoroughgoing Republicans. He is a strong partisan; he is a brilliant orator; he is witty, eloquent, and effective as a stump-speaker. Mr. Greenhalge is a graduate of Harvard, and a lawyer. He served acceptably as Mayor of Lowell, and won golden opinions by his progressive methods and his honesty and efficiency. He made a good reputation as a member of the Legislature, and would have been chosen Speaker of the House had he not been defeated on his third trial for election. An interesting bit of gossip on this point has been recently revived. Mr. Greenhalge was defeated by one vote, on a recount. It transpired, so the gossips declare, that he had failed on election day to vote his party ticket. This neglect cost him his seat in the House and his election to the Speakership.

While he was in Congress, Mr. Greenhalge was a member of the Committee on Elections. He made a wide reputation as a defender of the Reed policy of unseating enough Democrats to give the Republicans a working majority. Some of his speeches were masterpieces of satire, wit, and unadulterated partisanship. But his record was not approved by his constituents in 1890. He was defeated by Moses T. Stevens, the rich Andover manufacturer, who was a member of the Ways and Means Committee in the last Congress.

Senator Lodge is understood to favor Mr. Greenhalge's nomination partly because he is under heavy political obligations to him and partly because he foresees danger in the multiplicity of candidates in Boston. He would be glad to have the convention agree on a ticket with the Lowell wit at the head and Mr. Wolcott in the second place. This arrangement, he is disposed to believe, would unite all the factions and prevent damaging friction. The Butler contingent, at whose head stands Col. Noah A. Plympton, are also friendly to Mr. Greenhalge for purely sentimental reasons. The General, as he is still reverently called by his disciples, was always on intimate terms with him, and he delivered a eulogy of the General in Boston recently, which is regarded as eminently just because it was highly flattering. Mr. Greenhalge, being a native of England, would naturally attract to his standard the British-American contingent, which claims to be a power in the politics of the State.

The chief objection to Mr. Greenhalge's candidacy lies in the fact that he supported and voted for the Sherman Silver-Purchase act, which is now admitted to be the most noxious financial measure ever enacted by the National Legislature. It would be hardly consistent just now, when there is a united demand for its repeal, to nominate as a candidate for Governor one of the men responsible for its passage. It is also urged against him that he lost to the party a district considered safely Republican. He cannot command the loyal support of the prominent Republicans of his own city and section. Col. Allen, who was defeated by Gov. Russell in 1891, is opposed to him, and so is Treasurer Marden, who favors the candidacy of Roger Wolcott.

Last, but not necessarily least, on the roll of candidates is William Whiting of Holyoke. Mr. Whiting is not so much of a candidate as he was a short time ago. He has practically withdrawn from the race, though there is no doubt that he would consent to stand if on second view he should see a fair prospect of securing the nomination. Local pride will undoubtedly operate in his favor, and he may be expected to come down to the Boston Convention with a pretty solid delegation from Berkshire, Hampshire, Hampden, and Franklin Counties. He is a rich paper manufacturer, employing over 1,000 men. He is popular with his employes and with his neighbors. He is one of the most substantial and active business men in the western tier of counties.

Mr. Whiting is a self-made man in the best sense of that much-abused term. He rose from a clerkship in a factory to his present prominence in the mercantile world by industry, intelligence, and pluck. In politics he has always been a stanch Republican. In 1873 he was elected to fill a seat in the State Senate. In 1877 and 1878 he was chosen Mayor of Holyoke by an almost unanimous vote of the citizens. He was a member of the Forty-eighth, Forty-ninth, and Fiftieth Congresses, and he retired from that body on account of his health and because of the exacting nature of his business affairs.

The western part of the State has not had the Governorship since the retirement of George D. Robinson, in 1886. Mr. Ames, who resides in Boston and in North Easton, succeeded him and served three years. Mr. Brackett, who lives just outside of Boston, in the picturesque little suburb of Arlington, was nominated in 1889 and 1890, being defeated in the latter year by Gov. Russell. In 1891 the nomination went to Col. Charles H. Allen of Lowell. Then a skip was made to the west in 1892, when William H. Haile of Springfield was chosen. Mr. Whiting's friends think that to go back again to the eastern end of the State would be bad policy. They would be glad to combine with Wolcott's friends with the view of having Mr. Wolcott serve another term as Lieutenant Governor.

At present the leading candidates are Greenhalge and Pillsbury. Should the convention be held at once one of these would probably be nominated.

Not one of the five candidates named stands for a single principle of State reform or a single advanced idea of administration. Each has been put forward, or has put himself forward, as the representative of a clique or section of the party. No declaration has been made as to policies; no assurances have been given that this or that measure will be advocated. The assumption is that whoever is nominated will be elected, for the simple reason that this is supposed to be a Republican year in Massachusetts. It would seem that a party that seeks a return to power should be prepared to offer some substantial reason for a change. Gov. Russell has been in office for two years and a half. He has effected many reforms in spite of the opposition of a hostile Legislature and a hostile Executive Committee. Has he made no mistakes? Is there nothing to criticise or condemn? Is there no sin of omission to atone for? Is there no reform to be instituted which he has neglected or hindered? On these questions the five aspirants for his place are absolutely dumb.

In their feverish scramble for the honor of a nomination this distinguished quintet of statesmen exhibit no desire or purpose to commit themselves to any particular policy. The rivalry is not in that direction. It crops out in an entirely different way. Each aspirant is engaged in the task of trying to prove that his four competitors are unfit for the position of leadership. The weakness of each is set forth with crushing effect and in the most convincing language by all the others. In this way a huge crop of disabilities is collecting, and the Democrats are harvesting it sedulously.

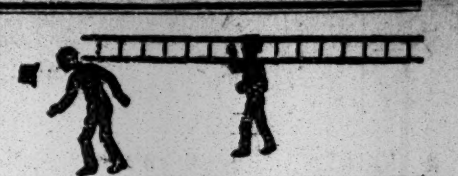
Next in importance to the contest for the Governorship nomination comes the struggle for the office of Attorney General. Already three very formidable candidates have entered the arena. Those are Hosea M. Knowlton of New-Bedford, Joseph Bennett of Boston, and Francis A. Gaskill of Worcester. Mr. Knowlton conducted the Borden trial on behalf of the Commonwealth, and made as good a case as was possible out of the materials available. Strangely enough, his friends are the friends and champions of Mr. Pillsbury in his Gubernatorial aspirations. It seems rather odd that Mr. Knowlton should be rewarded with a high office because of his manly fight against Lizzie Borden and that Mr. Pillsbury should be similarly favored because he ran away. It is perhaps too much to expect consistency in a Massachusetts Republican nowadays, but this exhibition of absurd contrariety of sentiment beats the record. Mr. Gaskill is District Attorney of Worcester County and a corporation lawyer. Mr. Bennett is a conservative lawyer in Boston, but somewhat of a back number in politics.

The Democratic situation is greatly simplified by the indication given out that Ex-Congressman John E. Russell would accept the nomination for Governor. It was known that Gov. W. E. Russell would not in any circumstances run for a fourth term; Mayor Matthews to whom the party looked naturally as Gov. Russell's successor was physically incapacitated, and Josiah Quincy did not desire to leave the State Department, and it seemed for a time that the party could not find a candidate of sufficient prominence to make a successful campaign.

But Mr. Russell, returning from Europe, agreed, on looking over the field, to listen to the party's call if it should come with practical unanimity. His action in this matter has endeared him to all Democrats in the State.

It must be specially pleasing to President Cleveland, who offered Mr. Russell a Cabinet place or any other exalted position which he would be willing to accept. It is believed the President will personally express his approval of Mr. Russell's candidacy. There can be no doubt of its acceptability with the Democratic masses, among whom Mr. Russell is exceedingly popular. He is eloquent, witty, unselfish, devoted to his party and its principles, and is always true to his friends.

He will be an exceptionally strong and popular candidate, and, with a renewal of confidence in business and the return of financial stability, he will stand an excellent chance of election.



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The things to take its place are Dr. Pierce's Pleasant Pellets. One of these at a dose will *regulate* the whole system perfectly. They're tiny, sugar-coated granules, scarcely larger than mustard seeds. They act in Nature's own way. No reaction afterward. Their help *lasts* and they do *permanent* good. Constipation, Indigestion, Bilious Attacks, Sick or Bilious Headaches, and all derangements of the liver, stomach, and bowels are prevented, relieved, and cured.

They're the cheapest, for they're *guaranteed* to give satisfaction or money is returned. Nothing can be "just as good."

FAMOUS FRENCH ORGANIST HERE.

M. Guilmant Among the Passengers on La Bourgogne—Rhea Also on Board.

Alexander Guilmant, the famous French organist, who is well-known in Europe but a stranger here, was a passenger on the French Line steamship La Bourgogne, which arrived yesterday from Havre. M. Guilmant is a guest of the Waldorf. He will leave Tuesday for Chicago, where Americans will have their first opportunity of judging the musical value of his works Friday. He intends to remain in the White City one week and will then visit Montreal and Boston. He may be heard in other cities, but had not definitely determined yesterday what his future movements would be. When asked if he would play in this city, M. Guilmant said in all probability he would not.

M. Guilmant is fifty-six years old and a native of Boulogne. In 1857 he was appointed organist of the Church of St. Joseph, Boulogne, where he began a series of compositions. In 1871 he became organist of the Church of La Trinité, Paris, a post he still holds. His compositions have been enumerated and his style fully described in the columns of THE NEW-YORK TIMES.

Mlle. Rhea was also a passenger on La Bourgogne. She was more than usually emotional when she spoke of the stormy passage, and had to resort to the French language to tell what she thought about it.

Other voyagers by the French liner were Mr. and Mrs. F. Allien, M. Forain, the celebrated French caricaturist; the Count and Countess d'Humières, Baron E. Magri, and Capt. de la Peyrière.

Italian Cruiser Etna Departs.

The Italian cruiser Etna, flying the flag of Rear Admiral Maghnani, took her departure from this port yesterday. It was stated in the Italian fleet during the past week that the Etna would proceed direct to European waters. It was more recently given out that owing to the necessity for the Etna to return to Italy without delay the cruiser would not be able to accompany the Italian cadet squadron to the Straits of Gibraltar. The Etna goes direct to Naples. The Etna is the last of the foreign war ships which were present in the Columbian review to leave American shores.

The three cadet training vessels Victorio Emanuele, Amerago Vespucci, and Flavio Gioja were to have sailed from New-York yesterday. The three ships, however, had not left their North River anchorage late last evening.

Keneally's Assailant Held.

William O'Neill of 124 Roosevelt Street, who stabbed Jeremiah Keneally of 32 Oak Street, a striking 'longshoreman, in front of the former's house Saturday night, was held without bail yesterday by Justice Martin in the Tombs Police Court to await the result of Keneally's injuries. The latter is at Chambers Street Hospital. The operation of laparotomy has been performed on him, but his condition is considered dangerous.

Mrs. O'Neill told Justice Martin that the strikers had threatened her husband, so she went to collect his wages Saturday.

The prisoner claimed he acted in self-defense.

Identified the Drowned Steward.

ASBURY PARK, N. J., Aug. 27.—The body of the drowned steward of the wrecked Mary F. Kelly, which was buried here by Founder Bradley yesterday, has been identified. A man came here this afternoon and discovered that the steward was his brother, Walter Y. Peneston of New-York. The body will be disinterred and taken to New-York.

Press Censorship in the Argentine.

BUENOS AYRES, Aug. 27.—The Government has forbidden the newspapers to publish military or political news, and a rigorous censorship has been established.

The Governor of the Province of Corrientes, who fled to Paraguay to escape from the victorious revolutionists, is now returning with reinforcements to attack the revolutionary army.

To Raise a Prohibition Fund.

PORT RICHMOND, S. I., Aug. 27.—At Prohibition Park to-day a new method of temperance work was proposed. The proposal is to form an organization of 100,000 persons, who shall contribute 50 cents a year each for the purchase and printing of temperance literature and tracts to be circulated through the reading clubs. The Rev. J. C. Fernald is at the head of the movement.

RELIGION AND MAN'S WELFARE

A REFORMATION GOING ON IN OUR TIMES.

THE NEW REFORMATION AND ITS RELATION TO MORAL AND SOCIAL PROBLEMS. By Ramsden Balmforth. New-York: Imported by Charles Scribner's Sons.

The author tells us that Plotinus, the Neo-Platonic philosopher of the third century, developed the idea of the New Reformation when he wrote that it had been his aim "to bring the God which is in man in harmony with the God which is in the universe." The aim, then, of those who take part in this movement is to bring the influences of religion to bear "on the outer life—the life of the citizen, the workman, the organizer, the artist, the economist, and the politician." He might say that these reformers, in the lowering of materialistic conditions, have exalted the higher spiritual faculties that men possess. As Dr. Clifford puts it, it is "a war of mind against the brute force of matter, a war which will end the fight of poverty, so that we may begin the fight with ignorance, with vice, with inexact thought, with low ideals and base aims." With this end in view, believing that the New Reformation will have a powerful effect on the future, Mr. Balmforth has written his volume, trusting to throw some rays of light upon the dark pathway of human knowledge.

Man's well-being and his social condition have most to do with his religious belief. It sounded, then, harshly when Max Müller wrote: "If there is one thing which a comparative study of religions places in the clearest light, it is the inevitable decay to which every religion is exposed." The general feeling of the intelligent world has been and is that, although all other things change, "religion itself was the one exception to the universal law," and, taking Max Müller's sentence, there was a jarring note, for does not every believer look upon his own religion "as the veritable Rock of Ages, the one eternal, unchangeable truth"? Are we to apply, then, the laws of evolution to man's religion?

It does not become the reviewer in the study of a book of this character to do aught else than to present the views of the author. The arguments in opposition we all know, and they are within the reach of all. It must be granted that the individual, forming a part of a race, is as a unit subjected to that universal law which has transformed him mentally and physically. As he has changed, so has his family, whether it be small or great. The law of evolution affects not merely each separate religion, but through these the whole religion of the world. Christianity took its strongest coloring from Judaism. Christianity in its primitive stage had its Gnostic shadings and then became pure ecclesiasticism. Englishmen would hold that Protestantism was a clear development of Christianity. Through periods of slow decline other religions were established. Method of pure thoughts as well as ceremonies, rituals, practices, symbols, and the materialisms which jogged men's memories, were not born on the instant. It may not be disputed that "the thought of one age in religious as in secular matters is bound to leave its impress on succeeding generations."

Before changes can be made in religions or in anything else, there must be periods of restlessness. It would be silly to deny that to-day there is not a period of decided unrest. In the United States trials for alleged heresies are common. There is a tendency to broaden, not to narrow, the interpretation of the Scriptures. We do not accept this passage or that one as we would have accepted it a quarter of a century ago. We look at many of them as purely figurative or allegorical. We repudiate the doctrine of eternal damnation. We have not come to this putting aside of eternal torment because of the critical study of any grade of Biblical scholars, but simply because it is something revolting to the moral sense of an educated people. Freedom of thought, something which was well-nigh impossible in the Middle Ages, affects now all religions. The efforts made in the Middle Ages to enchain the human mind to a prescribed belief would be impossible to-day.

In England itself the established Church as a buttress of the State is a sham. In Russia the effort to chain down man to the earth and bid him look for God in only one section of the zenith is certain, even among a benighted people, to bring about a deplorable cataclysm. Development has laws which may not be overcome, any more than those of gravitation. There always has been and there always will be a religious instinct, therefore it need not be dreaded, says Mr. Balmforth, that with the decline of orthodoxy religious life will not continue to manifest itself—only it will be "in other and superior forms." It is a grave error to insist that the whole truth or the greatest goodness belongs to one sole and particular religion. Who would credit the Jews with being the chosen children of God, or that they alone are a favored section of humanity, to the exclusion of the rest of the world?

A striving for something higher and better in man is the most blessed of our inheritances. It varies in degree, according to the accident of birth. Read the books of prayer, whether those of Hinduism, Buddhism, or Mohammedanism, and this longing for God's grace glorifies the text, as in the Old or New Testaments. Word for word passages may be culled from Koran, Zendavesta, Yasna, in which there are parallelisms. Wherever there is a conscience there exists the germ of spirituality. The inner seed remains the same, only the color, the shape of the fruit varies. As in biology, so there are many and strange forms of life, and classifications are endless; each main, vital function, however, continues unchanged. Thus argues the author: "Theology is changeful, evanescent, but the religious spirit is permanent and inherent in the human mind," and he pleads for the aspirations of what is truth and goodness as freed from theological dogmas.

If Christianity were to suffer from decay, the earnest Christian, as well as the pious Jew, would feel dismay. All theories such as those the evolutionists advance they would dismiss with scorn. The commonest argument with them would be: "If you take from us our religion, what are you to give us in its place?" But this is not an answer. It is a question. Mr. Balmforth argues that the theologian will only admit that all religions are founded on emotional and moral bases and that the decline of one particular faith has nothing to do with religion in general. Then he might understand that man, instead of slipping his moorings, would cling "to the higher and nobler sanctions which are the possession of common humanity."

The theological error, the author declares, lies mainly in this conception of the Deity. God is made by the theologian to be anthromorphic, but this "degrading familiarity with God, which is so prominent a characteristic of our popular theology, is therefore bound to pass away." This does not lead to atheism, and it does not deprive us of "that conscience which tells us of the illimitable presence of the Supreme." Why find fault with Herbert Spencer's skepticism, when he writes that man is ever "in the presence of an Infinite and Eternal Energy, from which all things proceed"?

It cannot be denied that in the last quarter of this century the personal considerations in which we held our God have been modified. We are much less materialistic in our worship. We do not pray for rain, nor for fair weather, "for deliverance from plague or famine, or even for victory in battle." We try to understand the weather by means of meteorology. We establish Health Boards. We improve our batteries and our small arms. The Te Deum, once sung in a cathedral to celebrate a massacre, paid tribute to the advantages of bigger battalions. The scalp dance of the savage was uncivilized man's early effort in this direction. The best and most liberal minds in the Church itself are coming to the belief that nature and the God that dominates nature may not be appealed to for at least material wants, as would a pious child praying that the Christmas stocking should be well filled.

There never was a period when religious thought was not potent. God implanted it in the soul of man for the bettering of him. Paganism did not make man always a brute, for there were men 2,500 years ago who were heroic. It was Christianity which came and gave the perfecting touch of saintliness. Paganism was individualism. Judaism was less personal, though it regarded the benefits possible to a race, but not all races. It was Christianity, the expansion of the Jewish belief, which taught the doctrine of the perfect brotherhood of man. There is, then, logical continuity in religious life. The influences of the long past show themselves in the worship of to-day. The honest prayer of the man or woman in a New-York church or synagogue will mold thought in the ages yet to come.

But what then, granting that in the religion which is to come "the God which is within man shall be more in harmony with the God which is in the universe"? That means an entire change of the social problem. There is between Christian ethics and practices no connection. We do not bear one another's burdens. We push the load on the shoulders of the other man. We buy cheap and we sell dear. Natural progress is the force we serve. Man refuses to use the measure of the highest standard of morality. It has no application to the industrial problem. To prevent the ills of this world, to alleviate human misery, is the aim of this New Reformation.

Mr. Balmforth may preach Socialism, presenting it in its higher, spiritual aspect. He believes that creeds are now being tested, that some are in the alembic, and that from their distillation there will come a pure essence, and "that there will be new truths and nobler ideals, which will lead mankind to the realization of a higher order of industrial, social, and individual life."

CHURCH HISTORY IN SCOTLAND.

SCOTLAND'S FREE CHURCH. A Historical Retrospect and Memorial of the Disruption. By George Buchanan Ryley. New-York: A. D. F. Randolph & Co.

The writer of this handsome volume manifests both zeal and courage in the work he has undertaken. His aim is to tell the story of the Church of Scotland briefly, including "that great act of conscientiousness and sacrifice in 1843 that made eminent Scotchmen proud of their country, and added fresh nobility to the Christian world." He is desirous that his younger countrymen should be reminded not only of the great act of their fathers, but also of what he terms "an almost peerless devotion to Christ and conscience."

He has arranged the material in hand under three divisions: The Rule of the Monastery, The Rule of the Palace, and The Rule of the Presbyters. The first portion is briefly dealt with in three chapters, beginning with Ninian, A. D. 360, and giving notes of Palladin, Columba, the Celtic Church, Wilfrid, Chad, and others, down to the transfer of the primacy to St. Andrew's, A. D. 900. The Rule of the Palace follows, beginning with the consolidation of the kingdom under Malcolm II. in the eleventh century. Mr. Ryley gives eight chapters (about eighty pages) to this interesting party of the story. He notes with care the passing away of the Celtic Church; the war of Scotch independence in the fourteenth century; the beginning of the Reformation in Scotland, and the founding of the University of St. Andrew's; the patronage of the Church; the persecution of the Lollards; the marriage of James V. with Mary of Guise, 1538; John Knox as a power in Scotch religious affairs; the difficulties of the reformers; General Assembly of the Reformed Church, 1560; Mary's chequered career; the abolition of episcopacy; James VI.'s wish to restore the Episcopal Church and its failure, and, finally, the "Magna Charta of the Church of Scotland," 1592.

The Rule of the Presbyters occupies the largest space, 20 chapters and 290 pages, and contains the matter of chief importance in the writer's view. This portion of the volume is the most valuable and noteworthy of all. It not only deserves, but will bear, careful reading and study. Mr. Ryley recognizes the fact that, owing chiefly to the necessity of compression, there is "the possibility of controversy" as to various points dealt with; but he earnestly disclaims any partisan feeling, and though there are, here and there, as to people and things, expressions to which objections will certainly be made, yet we are quite ready to accord to him all that he claims as to honesty and sincerity.

The last chapter in the book furnishes a narrative of "The Disruption," May 18, 1843, a momentous step and far-reaching in its consequences. We do not hear, however, that any of the good people concerned in it have ever regretted the position which was then taken and the consequences which have followed. The concluding sixty pages relate to the subject of "Progress and Finance," and are from the pen of J. M. McCandlish. These pages are to be regarded as continuing the story of the Free Church from the disruption to the present day, especially in its financial aspects. A good and quite full index is given, and the volume is adorned with a considerable number of full-page illustrations.

LITERARY NOTES.

Sir Henry Bessemer, the renowned inventor, now in his eightieth year, is said to be writing his autobiography.

Marion Crawford's novel, "Marion Darche," with the same plot and characters as the play which Mr. Daly will put upon the stage, will be issued at an early day by Macmillan & Co.

Henry M. Stanley's new book, which will be published early in the Autumn, is called "My Dark Companions and Their Strange Stories." Portions of it have already appeared in English periodicals, but in no other way has any of the material been printed. These stories were collected at camp fires during the many years of Mr. Stanley's sojourns in Africa.

Sarah Orne Jewett will publish this Fall, through Houghton, Mifflin & Co., a collection of short stories with the title, "A Native of Winby and Other Stories." Some of these tales were printed in *Scribner's Magazine*.

William Morris intends to issue from his Kelmscott Press an edition of Dante Gabriel Rossetti's poems. Many of the lines were written at Mr. Morris's home, Kelmscott Manor House.

Kate Douglas Wiggin's "Timothy's Quest" and "A Cathedral Courtship" have been purchased by Tauchnitz for publication on the Continent. Mrs. Wiggin is writing a new book.

Among the books by American authors which Macmillan & Co. will issue are these: "A Theory of Development and Heredity," by Prof. Henry B. Orr of Toulane University; "The Distribution of Wealth," by Prof. John R. Commons of the University of Indiana; "Generic Philosophy," by President David J. Hill of the University of Rochester, and a translation of Windelband's "History of Philosophy," by Prof. J. A. Tufts of the University of Chicago.

Macmillan & Co. will bring out for the British School at Athens an important work entitled "Byzantine Architecture in Greece," by Sydney Howard-Barnsley and Robert Weir Schultz, who have spent considerable time in collecting material. It will deal with existing examples of architecture in Greece, principally ecclesiastical, from the fourth century onward, and will contain 200 plates, one-sixth of which will be colored.

The new English edition of "Lorna Doone" will contain a portrait of the author, the only one Mr. Blackmore has ever consented to have made public.

John Addington Symonds left a personal estate valued at over $375,000. It was not his books that made him rich, although he wrote many and good ones. Mr. Symonds's literary executor is Horatio Brown, the author of the recent excellent history of Venice. The *Pall Mall Gazette* says Mr. Brown's task "will be no sinecure, for Mr. Symonds has left behind him a large quantity of unpublished work. Mr. Brown's own books are well known, and it would be difficult to suggest any man so well fitted as he, both by sympathy of tastes and studies and by long personal intimacy, to carry out Mr. Symond's literary bequests."

The granddaughter of Robert Burns has received a grant of £100 from the Royal Bounty Fund. She is the widow of David Wingate, whose literary merit led to his being rewarded with a pension of £50 a year. Her memorial to the First Lord of the Treasury was prepared by the Glasgow Ballad Club.

In a review of the recent "Memoir of A. Bronson Alcott," the London *Times* credited Emerson with having written Lowell's "Fable For Critics." The author of the review went so far as to quote from Lowell's work the following lines, never once dreaming that they were not in the style of Emerson:

"While he talks he is great, but goes out like a taper,
If you shut him up closely with pen, ink, and paper;
Yet his fingers itch for 'em from morning till night,
And he thinks he does wrong, if he don't always write."

The timely character of the contents of the *Popular Science Monthly* is strikingly shown in the number for September. The paper on "The Pilgrim Path of Cholera," is one of the most interesting printed in any magazine this year, and to this interest the illustrations contribute a large share.

The *Century* will print in early numbers an account of the daily life of Napoleon on board the English ship which carried him to St. Helena. It was written by the secretary of the Admiral in command of the ship.

Among the publications promised by the Society of Archivists are "William Shakespeare," by Dr. F. J. Furnivall; "Percy Bysshe Shelley," by Thomas J. Wise; "Robert Browning," by W. B. Slater, and a quarterly journal of the proceedings of the society, accounts of sales of manuscripts, and descriptions of rare autographs.

Amblard & Meyer Brothers import "Monsieur Veut Rire," by Alfred Capus. M. Capus is a humorist whose work must be added to the long list of works that so discourages foreigners from making fun of the French. The French do this so infinitely better themselves.

Librarian George William Harris of Cornell University has ready a new "Bulletin" of the library, which in accuracy and workmanlike arrangement rivals the "Bulletin" of Harvard, edited by Justin Winsor.

BOOKS RECEIVED.

A PRIESTESS OF COMEDY. A Novel from the German of Nataly von Eschstruth. Translated by Elise L. Lathrop. With illustrations by W. B. Davis. 12mo. New-York: Robert Bonner's Sons. $1.25.

THE SETTLEMENT OF THE JEWS IN NORTH AMERICA. By Charles P. Daly. Edited, with notes and appendices, by Max J. Kohler. 8vo. New-York: Philip Cowen.

THE FROLER CASE. A Novel from the French of J. L. Jacolliot. Translated by H. O. Cooke. With illustrations by A. W. Van Deusen. 12mo. Robert Bonner's Sons. $1.

MRS. CURGENVEN OF CURGENVEN. By S. Baring-Gould. 12mo. New-York: Lovell, Coryell & Co. $1.

BIRDS IN A VILLAGE. By W. H. Hudson. Small quarto. Philadelphia: J. B. Lippincott Company. $2.25.

NOT ANGELS QUITE. By Nathan Haskell Dole. 12mo. Boston: Lee & Shepard. $1.25.

THE TRUE GRANDEUR OF NATIONS. By Charles Sumner. An Oration before the Authorities of the City of Boston, July 4, 1845. 12mo. Boston: Lee & Shepard. 75 cents.

THE BOOK OF THE FAIR. Part II. Folio. Chicago and San Francisco: The Bancroft Company.

JOEL MARSH: An American, and Other Stories. By Avery Macalpine. 12mo. New-York: Ward, Lock & Bowden. Paper, 50 cents.

A GUIDE TO PALMISTRY. By Mrs. Eliza Easter-Henderson. 16mo. Boston: Arena Publishing Company.

THE OPEN SECRET. By a Priest. 16mo. Boston: Arena Publishing Company.

FACTS AND FICTIONS OF LIFE. By Helen H. Gardener. 12mo. Chicago: Charles H. Kerr & Co.

REPORT OF THE BOARD OF EDUCATION OF THE STATE OF CONNECTICUT. Submitted to the Governor June 6, 1893. Together with the Report of the Secretary of the Board. 8vo. Hartford: The Case, Lockwood & Brainard Company.

SEVENTH BIENNIAL REPORT OF THE BUREAU OF LABOR STATISTICS OF ILLINOIS. 1892. Springfield: H. W. Rokker.

THE PRINCE OF INDIA; OR, WHY CONSTANTINOPLE FELL. By Lew Wallace. 2 vols. 16mo. New-York: Harper & Brothers.

THE LIFE OF CHRIST IN THE WORLD. Sermons by the Rev. Arthur Brooks. 12mo. New-York: Thomas Whittaker. Paper, 50 cents.

MOTHER'S BEDTIME TALES. By Minnie E. Kenney. 12mo. New-York: Thomas Whittaker. 75 cents.

LITTLE SAINT HILARY, and Other Stories. By Barbara Yechton. Illustrated by Minna Brown. 12mo. New-York: Thomas Whittaker. 60 cents.

THE FAIENCE VIOLIN. By Champfleury. Translated by William Henry Bishop. 12mo. New-York: D. Appleton & Co. 75 cents.

THE PRINCESS MARGARETHE. By John D. Barry. Illustrated by Thomas McIlvaine. 8vo. New-York: George M. Allen Company.

MONSIEUR VEUT RIRE. Par Alfred Capus. Paris: Paul Ollendorff. New-York: Amblard & Meyer Brothers.

BULBS AND TUBEROUS-ROOTED PLANTS. Their History, Description, Methods of Propagation, and Complete Directions for their Successful Culture in the Garden, Dwelling, and Greenhouse. By C. L. Allen. Illustrated. New-York: Orange Judd Company. Two copies.

A MANUAL FOR BOARDS OF HEALTH AND HEALTH OFFICERS. By Lewis Balch, M. D. 12mo. New-York: Banks & Brothers. $1.50.

THE MILITARY CODE OF THE STATE OF NEW-YORK. Enacted May 4, 1893. Also Rules and Articles of War and Kindred Statutes. 12mo. New-York: Banks & Brothers. $1.

ARITHMETIC BY GRADES. For Inductive Teaching, Drilling, and Testing. Book Number One. Prepared under the Direction of John T. Prince. 12mo. Boston: Ginn & Co.

HOW TO JUDGE A HORSE. A Concise Treatise as to Its Qualities and Soundness. By Capt. F. W. Bach. With thirty illustrations. 12mo. New-York: William R. Jenkins.

MANUEL DE LA LITTERATURE FRANÇAISE. Par A. de Rougemont. 12mo. New-York: William R. Jenkins.

THE WRITINGS OF THOMAS JEFFERSON. Collected and Edited by Paul Leicester Ford. Vol. II., 1776-1781. 8vo. New-York: G. P. Putnam's Sons.

THROUGH APACHE LAND. By Lieut. R. H. Jayne. Illustrated. St. Paul: The Price McGill Company.

A LEGEND OF FLORENCE, AND OTHER POEMS. By Percy G. Mecatta. 12mo. London: Simpkin, Marshall & Co. Liverpool: Edward Howell.

ANSWERS TO CORRESPONDENTS.

SILVER MONEY AND BULLION.—"Juveen": (1) Why should there be, on one hand, a high premium upon silver money and, on the other hand, vast piles of silver bullion bulked away in Government vaults? (2) Cannot the Government pay out silver dollars in exchange for bills of high denominations?

(1) It would be more accurate in form to say that in some places a high premium exists upon the smaller denominations of money. Managers of mills and factories having large pay rolls must pay out weekly large amounts of money in such denominations. For various reasons, among them withdrawals of small deposits, most banks are short, temporarily, of small denominations, and the managers in some towns obtain such denominations from brokers and outside persons by paying premiums. The premiums are as much on paper money as on silver. As for the silver bullion in Government vaults, it is represented by paper money. Against it are issued Treasury notes. (2) The Government can pay out silver dollars against bills of high denomination, provided that those bills are silver certificates. It can also pay out silver dollars for other notes by law; the established policy of the Government has been, and is, to do so only on demand of the holder of the notes.

SAVINGS BANKS DEPOSITS.—"Savings": Can I deposit money in a savings bank in New-Haven or in Hartford without going in person to that bank? Is there any system of mailing checks or of depositing in a New-York bank and having the account transferred from time to time to the Connecticut bank?

If you have an account in the Connecticut bank you can arrange, most probably, to deposit in it by mailing to it postal money orders. Turn over to the bank your passbook and request it to send to you an acknowledgment of the receipt of each money order in addition to entering each deposit in the passbook. You are thus fully fortified with vouchers. As for the two methods you name, they may be employed only by special courtesy of the banks.

FINANCIAL QUERIES.—"E. F. J.": Will you explain the full meaning and application in connection with the silver question of the following: Monometallist, bimetallist, demonetize, demonetization of gold, free coinage of silver, gold and silver on a parity, fiat money, gold bugs, silver bugs, single gold standard, single silver standard, bimetallic standard, and ratio—16, 18, or 20 to 1?

A monometallist is one who advocates the legalized use of only one metal as a standard of money values; he may advocate gold or silver, or even some other metal, but he insists on the use of only one metal as a measure of the values of all money. A bimetallist believes in the legalized and simultaneous use of two metals (as gold and silver) at a fixed relative value. The two terms date back to 1869. To demonetize is to withdraw from use as money. The demonetization of gold would be the discontinuance of coining gold into money or of otherwise making use of gold as money. Free coinage of silver is, strictly, the coining of silver bullion into silver money without cost of mintage to the owner of the bullion, but by it is meant, just now, such coining to an unlimited extent. By "gold and silver on a parity" is meant an equality of value and in legal tender qualities between a gold and a silver coin of the same denomination, as, for instance, in this country, a gold dollar and a silver dollar. Fiat money (from the Latin word *fiat*, "let it be done,") usually signifies irredeemable paper money unsecured by specie support in the Treasury and made legal tender only by the command of the Government issuing it. "Gold bug" now usually signifies a financier or a capitalist who advocates monometallism with gold as the standard metal; it may also mean one whose financial interests are best served by a preponderance of gold influence in coinage and money affairs. A "silver bug" is one who similarly advocates silver or is similarly served by silver. A single gold standard is a determination of monetary values from a fixed and unvarying unit made of gold. A single silver standard is a similar determination from a fixed and unvarying unit of silver. A bimetallic standard is sought by unlimited coinage of two metals into legal-tender money at a fixed ratio. A ratio of 16 to 1 between gold and silver means that a given weight of gold is coined into sixteen times as many coins of the same denomination as is an equal weight of silver; and so with the other ratios.

LITERARY QUERIES.—"Lawnton:" (1) What is the meaning of "U. P." and "Auld Lichts," referred to in "The Little Minister?" (2) Is Blackmore, the author of "Lorna Doone," living? If so, how old is he, where does he live, and what other works has he written? (3) What is the difference between Carrara marble, Parian marble, and alabaster, and how can you tell the difference between them?

(1) The "Auld Lichts" of Thrums, made famous by the Scotch works of J. M. Barrie, are part of a Scotch religious sect which seceded from the Established Church. The "U. P's." (United Presbyterians) or New Lights of Thrums, described in "The Little Minister," are a branch of the "Auld Lichts." The latter were originally the strictest of Covenanters. The "U. P's." are more liberal. (2) Blackmore is living in London, and is sixty-eight years old. He has written about twenty-five books, &c., besides "Lorna Doone." Prominent among them are: "The Bugle of the Black Sea," 1855; "Clara Vaughan," 1864; "Cradock Nowell," 1866; "Cripps the Carrier," 1866; "Erema; or, My Father's Sin," 1877; "Christowell," 1882, and "Springhaven," 1887. (3) Carrara is the purest white Italian marble, and is easily carved. Parian is very hard, and usually is employed for castings. It resembles, in color and texture, fine leaf sugar. Alabaster is a gypseous marble. It is soft and tarnishes easily. It is found in Tuscany, and is exported in the form of images and figures.

SILVER RATIO.—"E. O.": (1) What is meant by the ratio of gold to silver? (2) In what year and manner was this ratio or measure adopted? (3) How many extra sessions of Congress have been called since 1787?

(1) See answer to "E. J. P." (2) In 1792 Congress passed the first coinage law. The monetary unit was made the silver dollar of 371 4-16 grains of pure silver, or 416 grains of standard silver, and the ratio was specifically fixed in words at 15 to 1. Free coinage for both silver and gold was ordained. In 1834 a law reduced the weight of the gold eagle from 247.5 grains to 232 grains of pure gold. This, in effect, created a ratio of 16 to 1. In 1827 an amendment fixed the amount of alloy at one-tenth, and the weight of the silver dollar at 412½ grains and the total weights of the gold eagle at 258 grains including alloy, of course. Though no specific mention was made of a ratio, the actual ratio was 16 to 1. The Knox bill of 1873 demonetized the standard silver dollar. The Bland bill of 1878 restored to the standard silver dollar of 412½ grains its legal-tender quality. (3) Including this session, twelve extra sessions in all have been called.

LOCAL MAPS.—"N. M.": (1) How may I obtain maps of the waterways near New-York City? (2) Kindly inform me how I may obtain the official State survey maps of certain sections of New-York and New-Jersey?

(1) Coast survey and harbor maps of New-York and New-Jersey may be obtained of those map publishers who are authorized Government agents, such as Negus, 140 Wall Street; Bliss, 128 Front Street, Hughes, 34 New Street; Manning, 45 Beaver Street; &c. (2) You can obtain New-Jersey State survey maps of Irving J. Upson, New-Brunswick, N. J. You may obtain some of the United States geological survey maps for New-Jersey from Major J. W. Powell, Director of Geological Department, Washington, D. C. A few years ago a commission of survey was established for New-York State and published a few maps, which you may obtain from the State Engineer and Surveyor, Albany, N. Y., or from Francis A. Stout, 11 West Sixteenth Street, New-York City, one of the Commissioners; but these maps are incomplete. Major Powell has also published a few maps of geological surveys in this State. These you may obtain by writing to him.

POINT IN ETIQUETTE.—"Subscriber": Should letters of condolence be answered?

According to Mrs. Sherwood the afflicted persons should not be expected to answer letters of condolence. A short acknowledgment of receipt is proper, though far from necessary. When such acknowledgments are sent they may be written by the recipients of the letters of condolence, but more often they are written by a near relation, as, for instance, a son may acknowledge for his father.

EMMA GOLDMAN.—"B. Z.": Is there no law in this country, either national or State, that will permit the authorities to deport Emma Goldman and those of her kind back to their native countries? If there is none, there ought to be.

There is no such law. No person may be expelled from this country unless he is sent here as a contract laborer, or is a pauper or a criminal, or is liable to become a burden upon the community. Of course her offense is committed in this country, and does not come under the extradition laws.

INHERITANCE.—"E. H. J.": A single man dies, leaving his real estate to his sister's mother-in-law. She, however, dies before him. Does the real estate go to her heirs or to his father and his brothers?

The real property will go to his next of kin, just as if he died intestate. The heirs of his sister's mother-in-law will get nothing.

ADDITION TO A PREVIOUS ANSWER.—"C. R.": In Bavaria, Würtemberg, Baden, Hesse, and others of the minor States of the German Empire the guillotine is used, and in the remaining States the axe is the instrument of capital punishment, which, by the Empire's Penal Code of 1874, is made to be decapitation.

"C. H.": (1) Mary of Modena is a descendant of Charles I. of England. (2) The phrase, "wild-cat banks" originated early in the sixties. Many banks organized under State laws resorted to suspicious methods and their bills were of varying value; hence the name.

"VISITORS": "Calves' tongue molding" is an early mediæval molding consisting of a series of tongue-shaped elements pointing in the same direction, usually downward or inward. It fancifully resembles calves' tongues.

"A CONSTANT READER": The parody on "In the Gloaming" is published by Francis, Day & Hunter, Oxford Street, London. It begins: "On the Steamer."

"C. L. C.": (1) See answer to "E. F. J." (2) THE TIMES cannot undertake to decide what are "the greatest twelve paintings."

"J. R. T.": At times the tides in the Bay of Bengal rise to a height of 75 or 80 feet. The highest in the Bay of Fundy is 70 feet, and that is in a restricted locality.

[Question mislaid.]

"ORANGE": None of the published speeches of Horatio Seymour contain any such prediction of revolution in the West.

"R. M.": Standard wages for first-class carpenters and first-class stonecutters in this city are, respectively, $3.50, and $4 to $5 per day.

"H. P. P.": Specialists say that the preparation known as "gold dust" will remove stains of dirt and grease from marble.

"E. H. B.": It is true that no Democratic Representative or Senator cast his vote for the Sherman bill.

"A. M.": Write to the *Democrat*, Grand Rapids, Mich.

"IRMA": THE TIMES has not noticed the book.

"J. H. S.": No.

IS A DEMOCRATIC CITADEL

TAMMANY FORCES STRONG IN THE EIGHTH DISTRICT.

Bernard F. Martin is the Leader and He Has an Efficient Corps of Captains—More Voters Registered There in the Last Presidential Campaign Than in Any Other District in the City, and the Democratic Plurality Was Large—Men Prominent in the Organization.

The new Eighth Assembly District is one of the big down-town citadels of Democracy. More voters registered there in the last Presidential campaign than in any other Assembly district in the city, and, with the exception of the Seventh Assembly District, it has more election districts in it than any of the others. The Eighth has fifty-five and the Seventh fifty-seven election districts.

The new Eighth District contains most of the territory of the old Seventh. In the reapportionment the old Seventh's upper end, from Fourteenth to Twenty-third Street, between Seventh Avenue and Broadway, was tacked on to the Eleventh and aided in making it possible to carry that district for the Democracy. To the lower end of the old Seventh was annexed much of the old Fifth Assembly District.

It was figured by those who mapped out the new Assembly districts that the Eighth would give a Democratic plurality of 2,000. It gave very nearly 3,000, and the indications are that it will maintain its present very high Democratic average.

The Tammany organization in the old Seventh District once numbered just seven men and a leader. The growth of the Tammany organization in this section of the city has been wonderful. In 1879, when the Democratic Party in the State split and John Kelly ran as a candidate for Governor, William Roberts was the Tammany leader of the district, but he and Mr. Kelly fell out and Mr. Kelly took the management away from him. The result was that Mr. Roberts took the whole committee in the district out with him, and the Wigwam had no organization left. Mr. Kelly then made Bernard F. Martin the Tammany leader in the Seventh District.

Mr. Martin had seven men with him in the Tammany District organization. They were Dr. John T. Nagle, John Morris, Charles Golden, who is now dead; Joseph A. Young, Thomas J. O'Donnell, John Carey, afterward an Assemblyman, and Cornelius W. Campbell, who is now janitor of Jefferson Market. They worked very hard in that campaign and the result was that Mr. Kelly got 700 votes in the district. These 700 votes can be said to have been the foundation of the present big Tammany Hall organization in the Eighth District.

For years after Mr. Martin took the management of the old Seventh District it remained solidly Republican. At one time it was the Grand Old Party's banner district, Ex-Postmaster Cornelius Van Cott was the Republican leader there for years, and he still has much to say in the Republican management of the new Eighth District. The district did not, however, wait for the reapportionment to make it Democratic. The gradual change in the population of the old Seventh and the hard work done by its Tammany managers brought about that result in 1890, when Gen. Martin T. McMahon was elected to the Assembly and Judge William F. Moore was elected Civil Justice. In the following year Gen. McMahon was elected to the State Senate.

The Eighth District is represented in the Assembly by William H. Walker, who was for some years an Alderman, and it is represented in the Board of Aldermen by Patrick H. Ryder.

The Tammany organization in the district is a very strong one in every respect.

"The credit for the excellent showing that the Democratic Party now makes in this district belongs to the men who have assisted me in building up the organization. They are all indefatigable workers, and I believe that I have the best force of election-district Captains in the whole City of New-York. These Captains have been very carefully selected and they do their work in the most satisfactory manner," said Leader Martin.

The Eighth District gets its share of patronage. Only recently ex-Alderman Abraham Mead, who is a prominent member of the General Committee of the district, was appointed superintendent of the branch Post Office in the Produce Exchange by Postmaster Charles W. Dayton. As near as can be ascertained, there is now no trouble among the Democrats of the district. They appear to be getting on very harmoniously together.

The General Committee has more than 400 men upon its list and the District Committee has about 1,000. The Iroquois Club is the social part of the organization in the district. It has a membership of about 800. It was organized in 1889, is well housed at 4 West Thirteenth Street, and is a very thriving institution. Its President is Alfred J. Murray; Secretaries—Charles E. Murray, Joseph Pendergast, and John J. Moore; Vice Presidents—Charles D. Olendorf and John Purcell; Treasurer—Dr. John T. Nagle. The political headquarters of the district are in the clubhouse, and there the General and District Committees meet once a month. Police Justice Bernard F. Martin, besides being the leader of the district, is Chairman of the General Committee. Civil Justice William F. Moore is its Vice Chairman, Charles E. Murray and John J. Moore are its Secretaries, and John W. Morgan its Treasurer. The Sergeant at Arms is Joseph A. Young. The District Committee, with its thousand members, has Thomas J. O'Donnell for its Chairman. Edward H. Hayes is its Secretary.

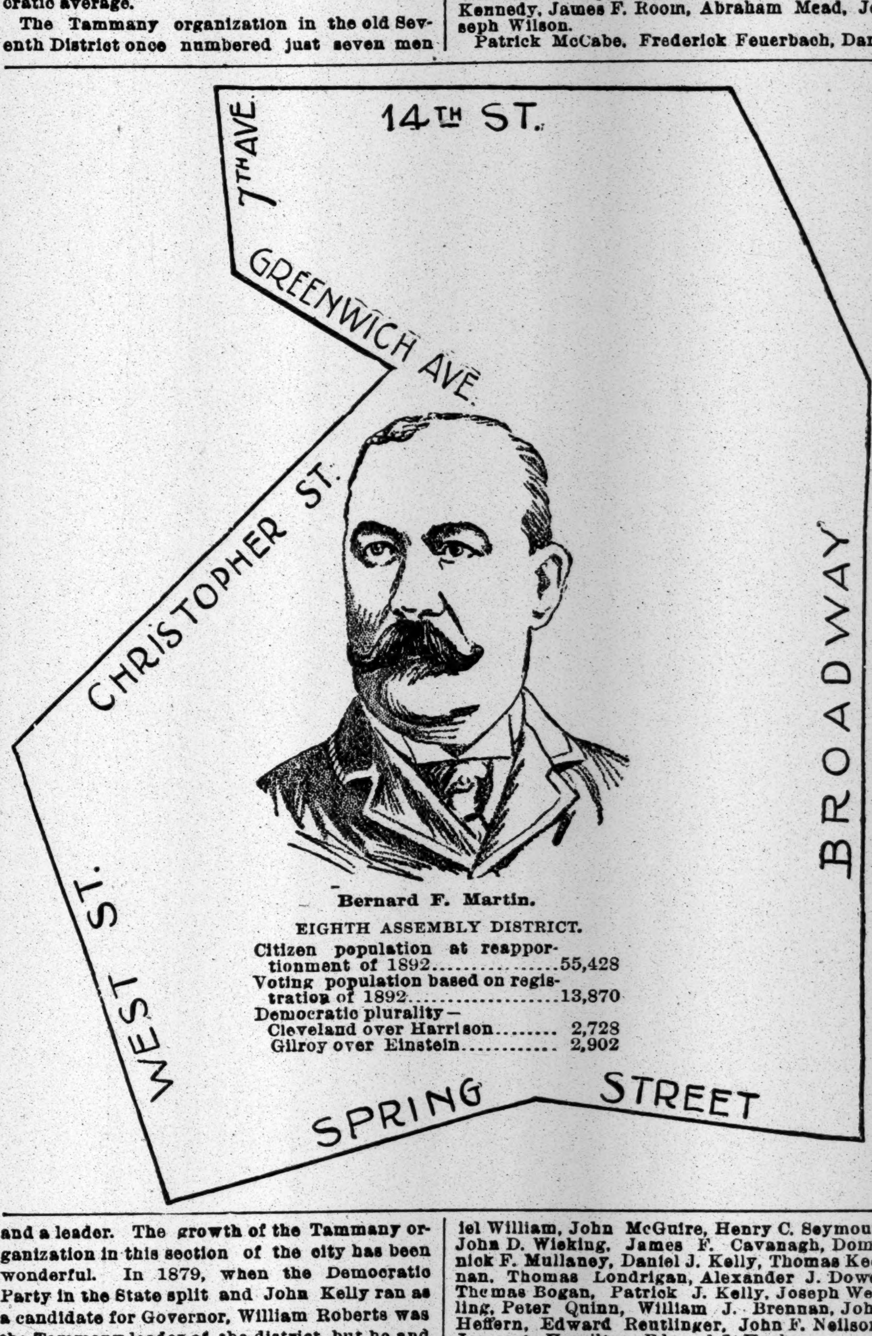
Leader Martin has figured in local politics for the last twenty-five years. He has filled the offices of Alderman, Coroner, Order of Arrest Clerk in the Sheriff's office, Deputy Commissioner of Public Works, and Commissioner of Jurors. He was appointed Police Justice last May to succeed Andrew J. White, who was appointed a Dock Commissioner. Mr. Martin has been a Sachem of the Tammany Society for many years.

Besides the Iroquois Club there are several other smaller Democratic organizations in the district, but they all work in harmony with the central organization. One of them is the Eighth Assembly District Colored Democratic Association, which has its headquarters in Macdougal Street, near Bleecker. Henry Anderson is its President, and it has a membership of 200. The Tammany forces have won many colored voters to them from the Republican ranks. Great attention is paid to the colored voters by the Tammany managers, and the work has borne fruit.

William Ackerman, who until recently was a Republican, has organized a new Democratic club, which has its headquarters at West Tenth Street and Sixth Avenue. Mr. Ackerman had a quarrel with Mr. Van Cott over a place, and the result was that he left the Republican Lincoln Club and took several other members out with him. In the lower end of the district are the John Purcell Association, at 191 Prince Street; the James F. Keenan Association, the William H. McCurdy Association, and others.

Among the well-known men who are upon the Eighth District Tammany General Committee are Gen. Daniel E. Sickles, who represents the district in Congress; Gen. Martin T. McMahon, James G. Janeway, Smith E. Lane, Thomas G. Barry, Andrew S. Hammersley, Jr., John Linherr, Civil Justice Wauhope Lynn, Stephen McFarland, William H. Leonard, Daniel Williams, John F. Delury, E. H. Sentenne, John Purcell, William C. Bowers, Robert B. Roosevelt, Daniel J. Slattery, and W. H. Kennedy.

The district Captains are: David McGonigal, John Purcell, Patrick J. Ryder, Joseph A. Young, William A. Walker, Edmund Sentenne, David Sheerin, Louis F. Gaffney, Thomas J. O'Donnell, John Straming, Stephen McFarland, Edward J. Donlin, James J. McGinn, Denis McGinty, James Carroll, James B. Hackett, Maurice Hart, William Butler, Lawrence O'Brien, Owen McCoul, Richard Cantwell, John Hampson, Elmer W. Brown, Patrick B. Egan, Philip F. Meyer, John F. Walsh, Matthias McCusker, William Harney, Patrick Higgins, Arthur H. Kennedy, James F. Room, Abraham Mead, Joseph Wilson, Patrick McCabe, Frederick Feuerbach, Daniel William, John McGuire, Henry C. Seymour, John D. Wieking, James F. Cavanagh, Dominick F. Mullaney, Daniel J. Kelly, Thomas Keenan, Thomas Londrigan, Alexander J. Dowd, Thomas Bogan, Patrick J. Kelly, Joseph Welling, Peter Quinn, William J. Brennan, John Heffern, Edward Reutlinger, John F. Neilson, James A. Hamilton, Edward J. Healy.



Bernard F. Martin.

EIGHTH ASSEMBLY DISTRICT.

Citizen population at reapportionment of 1892	55,428
Voting population based on registration of 1892	13,870
Democratic plurality—	
Cleveland over Harrison	2,728
Gilroy over Einstein	2,902

M'LAUGHLIN BLAMES HENDRIX.

The "Boss" Says the Congressman Told About Chapin's Visit to Boody.

Hugh McLaughlin's repose at his Summer retreat in Greenport was rudely disturbed Saturday by a report that he sent ex-Mayor Chapin to "read the riot act" to Mayor Boody shortly after the latter gentleman's accession to office in January, 1892, and that in consequence Mayor Boody discarded his reform ideas and surrendered to the ring. Mr. McLaughlin was angry, but declined to discuss the question until he knew the name of the person who made the charge.

"Joe Hendrix is the man," he said savagely. "It seems like him." On being assured that Congressman Hendrix was not responsible for the rumor, Mr. McLaughlin said he would say nothing unless he knew whom he was answering.

Ex-Mayor Chapin admits that he called upon Mayor Boody and advised him in matters pertaining to appointments, and that the Mayor afterward modified his plans for sweeping reforms in the various branches of the Municipal Government.

Mayor Boody also acknowledges that ex-Mayor Chapin advised him as to the best course to be pursued as Mayor, but says he requested Mr. Chapin to enlighten him. He says, though, that he does not recollect that Mr. Chapin read any "riot act" to him or warned him against the wrath of the ring.

"When I became Mayor," he said, in answer to a question, "and looked about me, I saw that the heads of departments were men of integrity and experience. I said to myself: 'What good will come by their removal? Have I those who can take their places?' How I answered myself can be best seen by the fact that such men still hold office."

Brooklyn politicians are interested in the report, and particularly in "Boss" McLaughlin's thrust at Congressman Hendrix, which indicates that the two men do not love each other.

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NEW-YORK COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term.—Recess.

SUPREME COURT—Chambers—*Van Brunt, P. J.*—Opens at 10:30. Calendar called at 11. *Class I.*—1—Aspeck vs. Von Deuring. *Class VII.*—1—Fortunato vs. Frank. *Class VIII.*—3—Kaplan vs. Kane. 4—Dry Dock Savings Institution vs. Weiher. 5—Montague vs. Chapin. 6—Keim vs. Zerbe. 7—Matter of Lavelle. 8—Bidwell vs. Kendall. 9—Fenlon vs. Union Square Printing Company. 10—Thorne vs. Shannon. 11—Tompkins vs. same. 12—Shrimpton vs. Oschwege. 13—Haas vs. Gazin. 14—Osborne vs. Ketcham. 15—Archer vs. Cassell Publishing Company.

SUPREME COURT—Special Term—Parts I. and II.—Adjourned for the term.

CIRCUIT COURT—Parts I., II., III., and IV.—Adjourned for the term.

COMMON PLEAS—General Term.—Adjourned sine die.

COMMON PLEAS—Equity Term.—Adjourned for the term.

COMMON PLEAS—Special Term—*Giegerich, J.*—Opens at 11:30. No day calendar.

COMMON PLEAS—Trial Term—Parts I., II., and III.—Adjourned for the term.

SUPERIOR COURT—General Term.—Adjourned sine die.

SUPERIOR COURT—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term—*McAdam, J.*—Opens at 12. Motions should be made returnable at 12.

SUPERIOR COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

SURROGATE'S COURT—Chambers.—No day calendar. Testimony to be taken before the Probate Clerk at 10:30: John Hickin, Valentine Muller, John Guggolz, Ernestine Nowopolski, Pauline Erb, George Reiss Stephen W. Fisk.

SURROGATE'S COURT—Trial Term.—Adjourned for the term.

CITY COURT—General Term.—Adjourned sine die.

CITY COURT—Special Term—*McGown, J.*—*Held in Room 11 City Hall.*—Opens at 10. Motions must be made returnable at 10.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

Receivers Appointed Saturday.

SUPREME COURT—*Van Brunt, P. J.*—Charles E. Dodd vs. Huner Piano Company—Chauncey Parker.

CITY COURT—*McCarthy, J.*—John Randles vs. William C. Casey—John W. O'Brien.

DUBLIN COUNCIL'S PROTEST

SEQUEL OF THE REBUKE TO THE LORD MAYOR.

All Arising Out of the Recent Visit of the United States Cruiser Chicago—A Luncheon to Which the Council Was Not Invited, Followed by One to Which the Lord Mayor Was Not Asked—Speeches by the Insulted Councilmen and Their Friends—A Newspaper Comment.

As a sequel of the failure of the Right Hon. James Shanks, Lord Mayor of the City of Dublin, to invite the members of the Municipal Council of that city to the luncheon recently given at Mansion House in honor of the officers of the United States flagship Chicago, Dublin's Municipal Council has sat down to a dinner of its own. This dinner was eaten in the banquet hall of the Gresham Hotel, Upper Sackville Street, Dublin. This banquet was decided upon at a meeting held by certain members of the corporation, at which the action of the Lord Mayor was condemned, and at which, as already told in THE NEW-YORK TIMES, the Council rescinded the renomination of the Lord Mayor for the second term by a vote of 31 to 20.

When the Council sat down to its retaliatory dinner with its guests, fifty-six of the sixty Councilmen were present. Good and sufficient reasons were demanded for the absence of the remaining four. Among those present were the High Sheriff and Mr. Timothy Harrington, M. P.; Mr. William Field, M. P., and Mr. Pierce Mahoney, ex-M. P.

When the speechmaking began the Chairman said that the occasion on which they had assembled was certainly an unusual one. He had no hesitation in saying that their present banquet was held as a protest against the action of the chief of the municipality in excluding these gentlemen from his entertainment at the Mansion House, and to which these gentlemen, in all common sense [a voice—"Decency!"] ought to have been the principal guests. They were also there to protest against the attitude of the chief of the municipality toward the American flag. That, he thought, was really the serious part of the situation. [A voice—"Question!" and cries of "Order!"] He, for one, as a member of the corporation, would never have taken action to protest against his personal exclusion from the banquet, or his exclusion from any entertainment, but he did say that the representatives of the American Nation had been entertained at court in a way befitting both the municipality of Cork and their guests, and when he saw the way in which they had been entertained in Dublin he was certainly surprised. [Applause.] The Chairman laid particular stress on the exclusion from the Mansion House luncheon of the High Sheriff and Alderman Meade.

The High Sheriff thanked his friends for their kindness in entertaining him. He said that he felt indignant that, while he was voted by his colleagues to the high position which he occupied, he was not present to welcome the representatives from the war ship of the American Nation that had visited their shores—the Nation that had helped their poor people in the past when they were suffering from the pangs of starvation. [Applause.] He felt the indignity cast upon him of being excluded from telling their visitors how much they were indebted to free America, which was the home of so many of their kith and kin. He felt proud at the spontaneity of the action of those present, and which amply recompensed him for any intended humiliation—whether it was intended or not, it made no difference.

Counselor Healy at this point interrupted by exclaiming: "Intended it was; make no doubt about it!"

Alderman Meade said it was with mingled feelings of pleasure and pain that he regarded the occasion that had necessitated their attendance. He regretted that then the Lord Mayor went on a visit of ceremony to the war ship, accompanied by the Town Clerk, invited the Admiral and officers to the Mansion House—what he (Alderman Meade) called the Mansion House of the citizens of Dublin—and caused it to be published in the papers that he had invited citizens to meet them. He believed only four citizens were invited to meet them. [Laughter and applause.] The Lord Mayor might have been overwhelmed with thoughts of other things, but it could not have been long before he had heard of his mistake, and he ought to have taken the first opportunity of informing his friends and colleagues that he had made a mistake.

When it came the turn for Mr. William Fields, M. P., to respond to a toast, he said he could not understand why the city members were not also invited to the Lord Mayor's luncheon. Their dinner that night was a public demonstration to show that the representatives of the people would not be slighted by any side issue, and he hoped that the lesson of this evening's proceedings would not be lost on any future Lord Mayor of Dublin.

Mr. Lenihan said he would have been happy to have gone to the Mansion House to meet the American officers, even if he had to put his hand in his pocket and pay to do so. Were these officers invited to meet the citizens of Dublin? They were. And he would ask, Were the citizens invited to meet the officers? Certainly they were not. It was a monstrous thing that a gentleman should be allowed thousands a year to dispose of as he liked for his own benefit and aggrandizement from the pockets of the citizens. The officers were anything but pleased with the people whom they met; they discovered that they were not meeting the citizens of Dublin. The Americans were too democratic to like how they were treated. [Applause.]

Commenting editorially on the action of the Municipal Council, the Dublin *Freeman* says in a recent issue:

"The corporation on Tuesday came to a remarkable, and, indeed, unprecedented decision. It was decided by a majority of 31 votes to 20 to rescind the nomination of the present Lord Mayor to a second year of office, which nomination only a few weeks since he received by the unanimous vote of the Council. The step was a grave one in every respect, and the whole of the incidents surrounding it have given rise to an amount of feeling such as has rarely been exhibited in Dublin municipal affairs. * * * It is unfortunate, too, that the immediate cause of the action of the corporation should have been the exercise of a hospitality, no doubt well meant, toward the representatives of a Nation that Dublin has every cause to honor. But, however unfortunate all the circumstances may be, the majority of the municipal representatives have faced the situation and given their decision, and that decision must be accepted with all it consequences.

"Whatever opinions may be formed on the general question as to whether a mere oversight was committed, it seems to be unanimously agreed that the luncheon to the officers of the Chicago was an ill-managed function. The invitation of Lord Wolseley to meet the American officers and the omission of practically the whole of the Municipal Council, including the Lord Mayor's predecessor and the High Sheriff for the year, is, indeed, a matter which passes the wit of man to explain on ordinary grounds, and there is something to be said for the theory that the danger of having such mistakes committed (viewing them as mistakes alone) justified the taking of some formal action by his Lordship's colleagues.

"But the Council has taken a much stronger view than this, and has canceled the nomination of the Lord Mayor for a further period of office, apparently on the major ground of having grievously violated the spirit in which the hospitalities of the Irish capital should be tendered to the representatives of a great and friendly nation so closely allied to Ireland in sympathy and in blood."

The Turf.

THE FREE-FOR-ALL
TUESDAY, AUG. 29,
AT FLEETWOOD PARK.
Walter E., "The Missouri Cyclone."
Little Albert "The California Hurricane."
Ryland T., "The Kansas Phantom."
Martha Wilkes, "Pride of Massachusetts."
Directum, "The Black Whirlwind of the Pacific."
Geneva, "The Canadian Thistle."
Greenleaf, "The Minnesota Blizzard."
Regal Wilkes, "Long Island's Champion."
Lord Clinton, "The Arkansas Terror."
Meet in the Greatest Free-for-all Trot on Record.
Three great races—Trotting and Pacing.
Take Harlem trains to Melrose Station.

NO "STIFF ONES."
Pure, unadulterated
North American Trotting Races,
where every horse is "out for the money."
No risk of going up against a "stiff" horse at
America's Greatest Trotting Meeting,
FLEETWOOD PARK, Aug. 29, 30, 31; Sept. 1, 2, 4.

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AUTUMN MEETING 1893.
TO-DAY, AUG. 28,
THE AUTUMN MAIDEN STAKES AND THE FLYING STAKES.
TUESDAY, AUG. 29, FUTURITY DAY.
Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour.
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Special trains leave foot of Chambers St., New-York, at 12:30, 1:15, and 1:45 P. M., and foot West 23d St. at 12:25, 1:10, and 1:40 P. M.
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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St-Irving Place—8:00—Black Crook.
AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—The Prodigal Daughter—Roof Garden.
BROADWAY, Broadway-41st St—8:00—Panjandrum.
CASINO ROOF GARDEN, Broadway-39th St—8:00—Vaudeville.
DALY'S, Broadway-30th St—8:30—L'Enfant Prodigue.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
ELDORADO, Palisades, opposite 42d St—4:00 and 8:30—Vaudeville.
EMPIRE, Broadway-40th St—8:15—Liberty Hall.
FOURTEENTH STREET, 14th St-6th Av—8:00—Glen-da-Lough.
GARDEN, Madison Av-27th St—8:30—Vaudeville.
GRAND OPERA, 23d St-8th Av—8:00—The Silver King.
HARRIGAN'S, 35th St-6th Av—8:00—Dan's Tribulations.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville.
KOSTER & BIAL'S, 34th St-Broadway—8:00—Vaudeville.
LYCEUM, 4th Av-23d St—8:15—Captain Lettarblair.
MADISON SQUARE, 24th St-Broadway—8:30—The New South.
MADISON SQUARE ROOF GARDEN AND TOWER, Madison Av-26th St—8:00—Vaudeville.
MANHATTAN BEACH, Coney Island—Afternoon and evening—Concert.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—9:00 A. M. to 6:00 P. M.—Art Exhibition.
PALMER'S, Broadway-30th St—8:15—1492.
POLO GROUNDS, 8th Av-157th St—4:00—Baseball—Pittsburg vs. New-York.
STAR, Broadway-13th St—8:15—Vaudeville.

NEW-YORK, MONDAY, AUG. 28, 1893.

The Weather Bureau report indicates for to-day, in this city, a prevalence of easterly winds and possibly rain.

Recently a clerk from the Treasury Department detailed to do work for the Civil Service Commission was dismissed. As he has been with the commission for six months and has done his work satisfactorily, it is not easy to see what good reason the Treasury Department could have for his removal, and so far the commission has been unable to get from the department any statement of what the reasons were for the removal. The system under which a case of this sort could take place is very unsatisfactory and excessively unbusinesslike. The rule that has been often urged upon the authorities, that when a removal is made it should be accompanied by a simple statement of the reasons for making it, would be a great improvement. It would do injustice to no one, and it would be a strong defense to the orderly and efficient administration of Government business.

There is one very obvious point which seems to have been slow in impressing itself upon the minds of those extreme advocates of free silver coinage who object to the repeal of the bullion-purchase law in advance of any consideration of further legislation. This provision has done more to discredit the "free-silver" policy in the popular mind than anything else could possibly have done. It has served to bring bimetallism in any form under suspicion, and to advance the single gold standard idea more than years of ordinary discussion could have done. If these advocates of free coinage had been sagacious they would have been the most prompt and strenuous supporters of immediate repeal in order to get this dreadful object lesson out of the way as speedily as possible, and escape the telling arguments against them which were sure to be drawn from it. If the purchase clause could have been repealed at once and without opposition the case of these silverites would have been in a much better position than it will be left in now. They have seriously hurt their own cause.

One of those extraordinary weekly publications which aim to feed the minds of the "humbler classes" has been assuming in its effort to enlighten them that the "premium on currency" means that paper money is at a premium over coin, and we notice one assumption that it means that silver dollars are at a premium over other kinds of money. It is not clear whether the writer is dishonest or too ignorant to understand that all money bought at a "premium" is paid for in checks, and that it is, in effect, a discount on bank checks, which are exchanged and balanced through the Clearing House, because of the inability or unwillingness of banks to pay out cash on every check presented.

At the beginning of the tariff war between Germany and Russia the opinion was expressed in other Continental countries that Russia would suffer while Germany would not be affected injuriously. With that opinion we were unable to agree. It now appears that there are serious losses on both sides of the line. German manufacturers in certain branches of industry have been deprived of a large and profitable export trade. Russia was their best customer, and many of them are on the verge of bankruptcy. On the other hand, in Russia the loss of the farmers' natural market in Germany has caused so great a fall of prices that the Government has felt compelled to assist the grain growers by making enormous purchases of grain, lending money on accumulated supplies, and cutting down railroad charges in order that the exportation of grain to new markets may be stimulated. But the exports from some of the Mediterranean countries to the same markets are so large that the Russians are crowded out. Both Germany and Russia are suffering severely by reason of this silly interference with the natural course of trade exchanges.

The French do not mean to leave any doubt of the completeness of their "protectorate" over Siam, though they do not yet give it that name. The demand that the King of Siam shall dismiss the European officers in his service is an effective way of depriving him of all power of resistance to any future demands that may be made upon him. It is said, and it seems likely, that the dismissal of the Danish officers will amount to the disbandment of the Siamese Army and Navy, and that is doubtless the purpose of the French demand. Meanwhile, it remains as mysterious as ever what practical object the French propose to themselves from their Asiatic possessions. Certainly a balance sheet of receipts and expenses, from the Tonquin expedition to the present time, could not be a gratifying object to the French taxpayers.

THE GREAT DEBATE.

When it was determined in the House of Representatives that Mr. WILSON'S bill for repeal of the Sherman act, with the amendments and substitute proposed by Mr. BLAND, should be debated for two weeks, and that then a vote should be taken, we expressed the opinion that the arrangement was a wise one, and creditable to both sides. We think now that the history of the past fortnight has justified that opinion. Not only is the repeal bill stronger than it was when the debate began, and sure to receive a greater number of votes in the House, but it is stronger in the country. Public opinion has not merely been expressed, it has been formed, and formed in a way to be in the future sounder, steadier, and more effective than it would have been had the bill been passed more promptly, and under greater and more direct pressure. The vote to-day will show a number of changes in the House, but that is of less consequence than the changes that have plainly taken place throughout the country.

These have been brought about by the debate in the House and Senate and in the press, which has been very instructive. Several things have been demonstrated to the conviction of the public. One which is, perhaps, the most important of all, is that the unlimited coinage of silver is not advocated as a financial system at all but either as a fanatical idea or as a scheme for promoting special interests. Its supporters have not been able to meet the facts as they are known to all the business men of the country. They could not point out how their plan would help the difficulty which was too obvious to be denied. They could not bring the testimony of a single person engaged in business to an extent that would give his testimony any authority that free coinage could possibly restore confidence, or stop hoarding, or invite capital from abroad, or promote more liberal lending at home, or induce men to go into enterprises that would, under normal conditions, be profitable, or give employment to labor now idle. This is the supreme practical test which every one can understand. The silver men have not been able to meet it, and that single obvious fact has done more to convince the people of the folly of their propositions than any amount of abstract discussion could have done.

Another thing that has been shown is that when the popular mind is thoroughly aroused on the question of sound finance as against unsound finance, men who treat the question from a partisan point of view, no matter what their party or faction may be, are regarded only with indifference or contempt. The men in Congress who have gained in the respect and confidence of the people are those who have scorned to seek in the discussion of this question any partisan or personal advantage, and it is a gratifying fact that, especially in the House, the most prominent and influential members of each party have, as a rule, kept on this high level. It is particularly gratifying that the members of the minority have, with so few exceptions, refrained from merely partisan appeal or taunt. On the other hand, the dignity, force, and courage with which the leading members of the majority have sustained the principle that their party must seek the highest interest of the country first and last have been an excellent augury for the future.

It has been a bad fortnight for demagogues. Their number, thank Heaven, has not been large, and they have been conspicuous chiefly because there were so few of them and because their conduct has been in so marked contrast with that of the greater number. But the impression they have made on the public mind has been distinct and is likely to be lasting. They have taken the one chance of their lives to weary and disgust the people, and there has been a singularly good chance to find out who cannot be trusted, which the country has used. When the record is made up of to-day's votes it will be a most useful guide for the future, which the voters will not forget.

OFF-YEAR POLITICS.

It is fortunate that this is to an unusual extent an "off year" in politics, for the attention of members of Congress now on duty at Washington, with an important task on their hands, is not distracted by any special interest in what is going on at home, and their action will be influenced less than usual by the uncertainties of local contests. There will be no State election earlier than Nov. 7, and it is characteristic of an "off year" that interest in politics is awakened late and is of a mild degree of intensity. There will not be much activity for several weeks yet, and by that time the work of the extra session of Congress ought to be over. State elections will not be greatly disturbed by national questions. There are no Congressmen to be chosen, and only three of the Legislatures to be elected this year will have to choose United States Senators—those of Iowa, Kentucky, and Virginia—and in only one of these is there any uncertainty as to the result.

Of the twelve State elections to be held, not more than four are to be regarded as important, the others being chiefly for judicial or minor State officers, such as Railroad Commissioners and Superintendents of Public Instruction. Massachusetts elects a full State ticket and a new Legislature every year. Of the "biennial States," Iowa and Ohio hold their elections this year and choose both executive officers and Legislatures. Virginia elects State officers for a four years' term and a Legislature which will choose a United States Senator to succeed EPPA HUNTON, who was appointed by the Governor to fill the vacancy caused by the death of JOHN S. BARBOUR. In this State all the executive officers except Governor and Lieutenant Governor, a Judge of the Court of Appeals, and members of both branches of the Legislature are to be elected.

However much these four important State elections may be affected by national questions in general, their prospects will have very little influence upon the doings of Congress at the extra session. In the two Eastern States of Massachusetts and New-York there is substantially no difference between the parties on the financial question. They are both in favor of a sound and stable currency and against the silver inflation, and stand so pledged in their platforms. In Iowa there has been some weakness in this respect in times past, but her people seem to have been getting over it of late, and there is no evidence that the question will enter into the State contest this year. The canvass will be devoted mainly to local questions, among which prohibition is the most prominent. The contest in the Central State of Ohio promises to be interesting chiefly for the relation of the leading candidates to the tariff issue.

There is another advantage in the "off year" in politics besides that of leaving members of Congress unusually independent of local party influence in their action, and that is the fact that voters also feel more independent than at other times. They are more free from the stress of party feeling and more disposed to vote according to their convictions rather than their associations. They are less tolerant of bad nominations and attach more importance to local questions that need to be settled. This will be a quiet year in politics, and for that very reason it may be productive of some unusually good results.

THOSE RESOLUTIONS.

We infer from statements recently made in the newspapers of Philadelphia that certain influential members of the high-tariff association called the Manufacturers' Club are beginning to be ashamed of the resolutions which they supported at a meeting of the club's Board of Directors, and which were said to have been adopted at that meeting by a vote of 14 to 3, in spite of the protest of President DOLAN and Vice President WILLIAM WOOD. It is now asserted that the resolutions were not adopted, but that action upon them was postponed indefinitely. We have already shown what the resolutions were. They were designed to give aid and comfort to the advocates of free silver coinage and those who oppose the repeal of the purchase clause of the silver law. On the 23d inst. the Philadelphia *Evening Telegraph* published a copy of them which had been sent to Mr. WHARTON BARKER by Director JAMES DOBSON. The *Evening Telegraph* also asserted that they had been "adopted by a large majority," a majority of 14 to 3, and that in view of the published opinions of President DOLAN it "had been thought nothing more than proper that the action officially taken should be given to the public."

The Philadelphia *Record* now says that the resolutions "were never approved" by the Board of Directors. "They were considered," it adds, "but killed by indefinite postponement." In a report of its investigation the *Record* remarks that "the many friends of the club will be glad to know that the majority of its members stand with President DOLAN in his patriotic view of the situation." It appears that resolutions favoring the repeal of the purchase clause of the silver law were introduced by Vice President WOOD, and that when objection was made he withdrew them. Thereupon the preparation of resolutions that would be acceptable to the board was intrusted to a committee of five. This committee reported that the members of it were unable to agree. Then the resolutions which have been published were presented by CHARLES HEBER CLARK, the Secretary, who appears to be responsible for the Pefferism of the club's weekly organ. Some of them were approved by a majority, but it was decided to postpone final action for one week. On Aug. 1, "after a full and free discussion it was unanimously decided to postpone Secretary CLARK'S resolutions indefinitely. The subject has not been raised since and will not be." This is the story as told by the *Record*.

It was on the 10th inst. that Director DOBSON sent the resolutions to Mr. BARKER, who had written to him for "the facts" in relation to a report that "resolutions favoring bimetallism and opposing the repeal of the Sherman act had been adopted." Mr. DOBSON forwarded the resolutions with the comment that they represented "the sentiments of at least 75 per cent. of the members of the Manufacturers' Club," and the *Evening Telegraph*, apparently by authority, asserted when it published them that they had been adopted by a vote of 14 to 3. Three days later it declared that Mr. DOBSON had "made himself sponsor before the public for the facts stated." Mr. DOBSON appears to have become a party to a serious difference of opinion as to the facts. The *Record* is moved to make the following suggestion, after congratulating the club upon the indefinite postponement of Mr. CLARK'S resolutions:

"May we not hope, for the credit of Philadelphia, that the Manufacturers' Club will indefinitely postpone or immediately disavow the lucubrations of the *Manufacturer* upon the silver topic? That journal is as wild as PEFFER, and as far away from representing the actual belief of the people of Philadelphia as Passamaquoddy is from Peking."

The discussion has drawn from Mr. WILLIAM WOOD, Vice President of the club, an interview that deserves to be published by the side of President DOLAN'S. Mr. WOOD says:

"The fear of tariff legislation did not cause the present condition of stoppage among the textile mills, but the 'silver scare' and the 'monetary fright,' through a shrinkage of certain classes of collaterals, have caused a closing up of bank accommodations, a distrust, a hoarding of money, and the natural consequences, a non-payment of maturing accounts, a countermanding of orders which had already been placed for future delivery; all of which necessitated a curtailment of production and a stoppage of factories.

"From one end of the country to the other we hear of business organizations urging upon Congress that it should promptly pass the bill providing for the unconditional repeal of the silver-purchasing clause of the Sherman act, and I most certainly feel that the Manufacturers' Club would carry out the sentiments of the great majority of its members, and would honor its well-earned prestige, by joining in that appeal, and further suggesting that nothing more in the way of silver legislation should be enacted until after the next meeting of the International Monetary Conference.

"In the present condition of the industrial interests and the stagnation of business from the loss of purchasing power of the masses the wisest thing Congress can do is to first repeal the silver-purchase clause of the Sherman act, and then, continuing in its present session, take up the tariff subject, and, having in mind the judgment of a Nation which loves justice, be guided in its political actions by reason and by sentiments of patriotism, and as early as practicable furnish that measure of relief which would quiet the apprehensions of capital and give early employment to the thousands who are seen to suffer through the enforced stoppage of our varied industries."

It will be noticed that Mr. WOOD does not ask that tariff legislation shall be postponed, but urges that it should be taken up after the passage of the Wilson bill, and that Congress, "having in mind the judgment of a Nation that loves justice," should, by means of tariff legislation, "furnish relief" to both capital and labor.

THE HEALTH OF THE CITY.

We are near the end of August and have a cause of unexpected gratification in the unusually healthy condition of the city. All through the Summer months, although the weather has at times been very "trying," the death rate has been lower than for several Summers past. This is the more gratifying because it was not expected. Our people went through the Winter under an apprehension that when the warm weather came again we should be in decided danger of a visitation of cholera, but there has not even been a cholera "scare" thus far. It has been demonstrated that no latent germs of the epidemic got into the country last year to be vivified when the hot season arrived, and the appearance of a number of cases at Quarantine has caused no such excitement as was experienced last year.

One cause of this no doubt is the greater confidence that is felt in the effectiveness of the regulations and their enforcement. One great benefit of the inspection established by our Government at foreign ports is the assurance it gives that we cannot be surprised by any unlooked-for infection. Our officers are warned and on the lookout, and they have profited by last year's experience and are prepared for any infection that may be on the way. With national co-operation our quarantine has been put on a satisfactory basis, and the people have reason to feel secure. There is every prospect that the cholera will be kept out.

Last Winter there was a more dangerous disease among us than cholera is at all likely to become in the typhus fever, but that has almost wholly disappeared. There have been rather an unusual number of cases of typhoid fever and diphtheria, but they are too familiar to cause alarm. Otherwise the city has been uncommonly healthy, and this is in part due to a season on the whole favorable, and in part to the fact that the authorities have been more alert and active in sanitary precautions than has been customary in times when there was no special apprehension. It is to be hoped that they will acquire the habit of being alert and active at all times, and reduce the death rate still lower, for its average is far above what it ought to be in a city so favorably situated as New-York.

ON THE TRAIL OF BOODY.

The Brooklyn *Eagle* is doing its readers a service in its efforts to get at the details of the process by which Mayor BOODY was brought to that degree of submissiveness to the powers that rule Brooklyn which he has manifested. This is a service to its readers, who embrace a very large proportion of the voters of Brooklyn, not only because it enables them to form a more intelligent idea of some of the questions that will be submitted to them at the polls in November, but because in the present season, when extreme heat is aggravated by inexcusable humidity and complicated with exasperating dullness in business, the efforts of the *Eagle* afford much rational enjoyment. To paraphrase a familiar statement, the liveliest game for man is man, and when a corps of keen-scented and well-trained reporters are set upon the trail of a Mayor who is surrounded and, so far as may be, concealed and protected by a guard of experienced politicians, the chase soon becomes interesting to the pursuers, amusing to the spectators, and more or less exciting to the other fellows.

The methods employed in this case are naturally resented by the victims of the chase. They say that the tactics of the hunters are unsportsmanlike. But we suspect that no methods that would give any prospect of success would escape criticism from this source. Probably the more efficient they were the less they would suit. Mr. BOODY and Mr. MCLAUGHLIN do not avow it, and perhaps they are not conscious of it, but it really looks as if it was the fact of pursuit and not the manner of it that disturbs them. The venerable boss intimates that the *Eagle* is fighting from cover; that it is trying to get at him without giving him a chance to get at it, which is in a measure true, but only in a very small measure. The real object of pursuit is a certain set of facts. How was Mayor BOODY induced or compelled to abandon his own ideas of the management of the public business committed to his care and to adopt the ideas of the boss? The boss has presented to him a statement, which has been given to the *Eagle*, as to how this was done. He straightway gets "savage," and demands the name of the author of the statement. But that is dodging. The truth or error of the statement is not to be decided by its authorship, and Mr. MCLAUGHLIN would know no more about it when he knew the author than he does now. He knows enough now to say whether the facts are correctly given or not. The newspaper may be firing from cover. In a sense it is. But, Mr. MCLAUGHLIN, has it hit the mark? That is the question. By the flutter and the squawking and the hurrying into the underbrush, it looks as if it had.

PROSPECTS OF HOME RULE.

It is now certain that the Home Rule bill will pass the House of Commons by a majority varying very little, if at all, from that by which the Government amendments were carried on Friday. That majority was in every case 38. This is but one short of the normal majority in an entirely full House. The Gladstonians, including the labor members and the Parnellites, number 354, and the Conservatives and Liberal Unionists 315, so that is the utmost majority that could be expected for a party measure is 39. It is really a very considerable Parliamentary triumph to have approached it so closely on every division that has been had since the Home Rule bill was introduced. For it must be borne in mind that the tactics of the Conservatives have been persistently directed to weakening this majority by proposing unfriendly amendments that were expected to detach some section of Mr. GLADSTONE'S supporters, from the English dissenters to the Irish Parnellites. Every one of these efforts has been baffled. Not a single hostile amendment has been added to the bill, and throughout the whole discussion, in which the aim of the Opposition was to show fatal or injurious weaknesses in Mr. GLADSTONE'S scheme, he has retained the majority with which he began the session. This fact is a tribute, not merely to the skill with which the bill was drawn, but to the skill with which it has been managed in the House, by Mr. GLADSTONE himself and by his lieutenants, of whom Mr. JOHN MORLEY has been especially conspicuous for efficiency.

The moral effect of the solid and united front which the Liberals have thus succeeded in maintaining cannot fail to be very great, both upon the country at large and upon the House of Lords. That the bill will be rejected by that body is of course a foregone conclusion, but this rejection would be a much more serious matter than it is if the supporters of Mr. GLADSTONE in the House of Commons had been less united. The measure goes to the House of Lords as a clear-cut and authentic expression of the will of the nation, or of the nations, and such an expression is very difficult to withstand. The rejection of the bill will be a perfunctory performance, with little hope among those who take part in it that the effect of it will be durable, or that it will be more than a temporary obstacle. Meanwhile, public opinion in Great Britain, so far as indications of it have been given, seems to be fairly represented by the votes in the House. The failure to find fatal weaknesses in the bill has the effect of adding to its positive strength. When the appeal is taken from the House of Lords to the people, the prospect seems to be that the Gladstonian majority will be increased. This will surely be the case if the programme is followed that Mr. JUSTIN MCCARTHY outlined before the beginning of the session. According to that programme, it will be remembered, the dissolution of Parliament and the new appeal to the country were not to be taken at once upon the rejection of the Home Rule bill by the House of Lords, but other and even more popular measures, such as the electoral reforms which the English Radicals like Mr. LABOUCHÈRE regard as more important than home rule, will be passed through the Commons and sent to the Lords. It is hardly possible that that body will venture to reject them, backed up as they undoubtedly are by public opinion, after having just rejected another popular measure. If they pass, it is not disputed that they will be of very great advantage to the Liberals. The "one man, one vote" bill and the Registration bill, in particular, will help to swell the Liberal majority in the next House of Commons, and with these measures become law the Home Rule bill, when it is again sent to the House of Lords, will be sent with such a force of public opinion behind it as it would be revolutionary for that body to attempt to withstand. It is no more improbable that Mr. GLADSTONE may yet live to see home rule established by law than it seemed, when Lord SALISBURY succeeded him as Prime Minister, that he would live to introduce and to carry through the House of Commons another measure of home rule. In the popular imagination he figures as a MOSES on Mount Pisgah looking over into a promised land that he is not destined to reach; but it may be that the pacification of Ireland, which will in any case be the crown of his career, will be carried as far as legislation can carry it under his own superintendence.

To John Bull, as to other people, it makes a vast difference whose ox is gored, and what in Siam looks like arrant oppression of the weak by the stronger may seem only the assertion of one's rights when duplicated in Venezuela. It is a long cry from Bangkok to Demerara, and hence the reported urgency of the Georgetown *Liberal*, said to be a semi-official organ of British Guiana, that the British outposts should be advanced over the area in dispute on the eastern border of Venezuela may arouse no indignation in the British Isles. Yet that the disputed boundary between Venezuela and British Guiana is in every way as fit a subject for settlement by arbitration as was the boundary between Siam and Annam can hardly be questioned, even if the former, like the latter, as the Georgetown newspaper seems to demand, should after all be adjudged by the law of the stronger. It had been the impression that Lord ROSEBERY would concede more to Venezuela for the purpose of arranging an arbitration than Lord SALISBURY was willing to grant; but unless the Panama tidings are incorrect the people in Demerara have reason to think that force instead of arbitration will carry the day.

HAILSTONES OF ENORMOUS SIZE.

Rome, N. Y., Visited by a Storm that Did Much Damage.

ROME, N. Y., Aug. 27.—This city was visited by a violent electric storm this afternoon a little after 3 o'clock. Two black clouds, hanging low and moving swiftly east and west, met here. Rain fell in torrents, accompanied by hailstones of enormous size. The most of them were tomato-shaped and many of them weighed a quarter of a pound each.

Striking the flagging, they popped like pistols.

Every unprotected skylight in the city was broken; stores were flooded and goods were damaged. Plate glass half an inch thick was broken. Holes were made in tin roofs. All the greenhouses in the city were wrecked and the plants and flowers were badly damaged. Fruit trees were stripped and melons were destroyed. A farmhouse on the outskirts of the city was struck by lightning and burned.

A canal driver in the employ of James Nally of Oswego was struck with a hailstone which cut through the woolen hat that he wore and made a bad wound in his head. The roof of the new Kingsley Memorial Chapel was badly damaged. Several costly cathedral-glass windows in St. Mary's Church were broken. The downfall of hail lasted about ten minutes.

Two miles south of here no rain or hail fell. It is not thought that the great hop-growing region was visited.

To the north and west the storm had a wider range and a great deal of damage was done. The storm was the worst that ever visited this locality.

There was a violent electric storm at 6 o'clock this morning. The barn of a farmer named Schram, living about four miles from here, was set on fire by lightning and burned with its contents, which included a horse, two colts, and a cow.

SINGLE TAX AT ASBURY PARK.

Ex-Congressman Horr and Founder Bradley Discuss Henry George's Theories.

ASBURY PARK, N. J., Aug. 27.—At the national service in the Beach Auditorium this afternoon the principal speaker was ex-Congressman Roswell G. Horr of Michigan. His subject was "The Nation's Bread and Butter."

Mr. Horr attacked the single-tax and unearned-increment theories of Henry George and the Rev. Dr. McGlynn. He held that the pioneers who opened up new settlements in the West were entitled to the so-called unearned increment, which, nine times out of ten, did not amount to ordinary wages. Mr. Horr claimed that Henry George, in denouncing monopolies, was inconsistent, because he received $50,000 in profits from the sale of his copyrighted book, "Progress and Poverty."

Founder Bradley, who presided, is an admirer of Henry George, and believes in the unearned-increment theory. Mr. Bradley defended the reformer. In support of his position he said he had purchased the ocean front riparian rights from the State of New-Jersey for the paltry sum of $2,000. He could erect a fence along Asbury Park's ocean front and prevent the people getting to the sea.

The riparian right, Mr. Bradley held, should have been leased to him by the State for ten years, and when the first lease expired another, at a higher rental, should have been given. He closed by declaring that Henry George's theories of the ownership of land were sound, and predicted that the time would soon come when a majority of the people of the country would adopt them.

The tilt between Mr. Bradley and Mr. Horr created intense excitement, and both speakers were vigorously applauded.

The sermon in the evening was preached by the Rev. Frank De Witt Talmage of Brooklyn. There were 5,000 persons present.

CITIZENS' LEAGUE WILL FIGHT.

New-Jersey Reformers Will Endeavor to Destroy the Race Track Influence.

TRENTON, N. J., Aug. 27.—The campaign in New-Jersey this year will be given zest by the Citizens' League, the anti-race-track organization, which is preparing to make a vigorous fight. The recent licensing of Linden and Clifton has stirred up the reformers. While there will be no meeting of the Executive Committee till the middle of September, there have been conferences of the league leaders recently, and they realize that the fight must be desperate. As the Republican votes have been given to the licensing of both tracks, they are in doubt how to proceed in the coming campaign.

It will take considerable discussion to settle the question of political action, because of the division of the clergymen who are interested in the league as to the advisability of an independent movement. A proposition is to be made to the Executive Committee, when it meets, to arrange for a general anti-race-track day in the State, when meetings will be held in every city, town, and village of the State on the same night. This, it is believed, would result in a general expression of sentiment against the tendency of the Legislature to turn the State over to the criminal element who claim recognition as turfmen.

Bay State Democrats Pleased.

BOSTON, Aug. 27.—The rank and file of the Democratic Party of this State are jubilant because the action of their State Committee Saturday resulted, as was announced in to-day's NEW-YORK TIMES, in securing the services of Josiah Quincy for Chairman of the committee. When the committee got together there seemed to be divers opinions among the members as to what should be done about the Chairmanship, but the situation was looked over with great deliberation, and finally all agreed that there was only one man to lead the Democratic cohorts, and that he was Josiah Quincy.

The news that Mr. Quincy had resigned his post in the State Department to place himself at his party's disposal in this State followed quickly the news that a committee had been appointed by the State Committee to urge him to take the step. It gave great satisfaction to all the Democrats who read it.

With John E. Russell the candidate for Governor and Josiah Quincy at the head of the State Committee, the Democrats will enter the campaign confident of making a winning fight.

In Alfred Ashley's Memory.

The Central Labor Union appointed a committee yesterday to draft resolutions of regret on the death of Alfred Ashley, editor of the *American Industries*, who was killed at Mount Gretna by a pole falling on him in the storm Wednesday evening. Mr. Ashley had formerly represented his union, the Amalgamated Carpenters, in the Central Labor Union.

PERSONAL GOSSIP.

—Dr. Oliver Wendell Holmes still retains, at the age of eighty-four, his youthful passion for ascertaining and recording the measurement of the big elms of New-England, which he so pleasantly revealed in the early papers of the "Autocrat of the Breakfast Table." But long practice has enabled him at times to dispense with the former peremptory use of the tape measure, and he is able to estimate very closely by the eye the distance round the big trees of the estates near his Summer home at Beverly Farms. He always carries his tape line with him, however, in his rides, and when he sees a tree that comes up to his standard of 15 feet around he measures it carefully. He says he has lately found only four such, and not one that reached 16 feet in circumference. He usually measures the tree about five feet above the ground.

—The Rev. Eugene A. Taylor of Utica has been invited to the pulpit of the First Baptist Church in Memphis, Tenn., made vacant by the resignation of the Rev. Dr. Robert J. Willingham, who has become a member of the Foreign Missionary Board of his denomination. Mr. Taylor is a native of Mississippi, and has had charge of churches in Granada, that State; Knoxville, Tenn., and Marquette, Mich. He has been in Utica about three and a half years. The Deacons at Knoxville assured their brethren in Memphis that they could not do better if they hunted the world over, and the vote of the congregation that Mr. Taylor be called was unanimously in the affirmative.

—Prof. E. E. Barnard has returned to the Lick Observatory from his European trip, bearing the gold medal awarded to him by the French Academy of Science as the Lalande prize for the greatest discovery of the year in astronomy, this being the discovery of the fifth satellite of Jupiter. He talks enthusiastically of the European observatories he saw and the great astronomers he met, but still contends that they have no instruments superior to ours and that America leads the world in the science of astronomy. Prof. Barnard denies that he has any idea of accepting the position of chief astronomer at the Chicago University.

—Southern papers record the death of Capt. James Heyward North at his home near Warrenton, Va., in the eightieth year of his age. He was once a distinguished officer in the United States Navy, and saw much sea service. He was with Commodore Wilkes in his exploring expedition to the South Seas, and was in the squadron which covered the landing of Gen. Scott at Vera Cruz in Mexico. He was First Lieutenant of the Niagara at the laying of the first cable across the Atlantic.

—Gov. Knute Nelson of Minnesota went to Sioux Falls, S. D., the other day to consult some records. He did not register at the hotel, and thought he had escaped observation; but the omnipresent reporter recognized him from his pictures that had been published in the newspapers, and subjected him, unwillingly, to the inevitable interview.

—Judge MacDonell of the City Court of Savannah, Ga., heroically fined himself $10 for tardiness the other day, as he had been detained by his physician ten minutes beyond the time appointed for the opening of the court, and he then very humanely remitted the fine, as it was his first offense and the detention was necessary and pardonable.

SMALL TALK.

—Quinnemore, formerly Chief of the Cœur d'Alene Indians, has a fine farm of 167 acres on the south side of the Spokane River, about a dozen miles above Spokane, Washington, and the other day the tax gatherer thought it would be a very proper and desirable thing to tax it a good round sum. So he came smilingly with his bill. But Quinnemore was prepared for him even on such an unexpected mission. He brought forth a paper which in part read thus: "This patent is issued upon the express condition that the title hereby conveyed shall not be subject to taxation of any character, but shall remain inalienable and not subject to taxation for the period of twenty years from the date hereof, as approved Jan. 18, 1881." The assessor apologized and withdrew, not smiling.

—An old pioneer who lived years ago with the Indians said in a little company the other day that some Indian boys chased a skunk into the river as they were playing along the bank some years ago and the odoriferous animal was drowned, and that afterward, when the Menominees wanted to designate the place, they called it Chicago, which nearly represents the word that in their language means "drowned skunk." Nobody contradicted the pioneer, but presently a modern visitor to the town asked him if he was sure the objectionable animal had not remained in the river, with all that that implied, even unto the present day. The pioneer conceded that there were strong inducements to believe so.

—A clergyman who applied for marriage blanks at the Registrar's office in Buffalo and was asked to forward duplicates of all marriage certificates he issued asked in evident surprise how long that had been required, and, when told by the Registrar that it had been the law as long as he could remember, said that he had married hundreds of people without sending a record to the department, though he had kept a record himself. The minister has had a busy week of it copying the list for the official registry.

—It is asserted that investigation has shown that 70 per cent. of the inmates of the reform school at Morganza, Penn., have either a stepfather or a stepmother, and the question may be asked, in view of this fact, if second marriages are a failure.

NUGGETS.

—A Summer hotel youngster was talking with a lady on the piazza, and her father appearing, the lady said facetiously, "Who is that gentleman?"

"That's not a gentleman," replied the youngster, "that's papa."—*Boston Journal.*

—Anarchist Orator (sneeringly)—They call this the land of promise. What does it promise?

Officer of the Law—I'll tell you right here. If you keep on, it will promise to land you in the penitentiary.—*Pittsburg Bulletin.*

—You can't always tell by listening to a man while he prays at Friday evening meeting just what he will do in a horse trade Saturday afternoon.—*Somerville Journal.*

—"We move that Nancy Hanks be hitched to the 'good times that are coming,'" says Editor McIntosh after much ponderous pondering.—*Atlanta Journal.*

—If it is true, as predicted by some, that money will soon be a drug on the market, all right. Let the drug be administered in allopathic doses.—*Galveston News.*

—The great difficulty about common sense is that it is so tremendously scarce that it isn't common.—*Texas Siftings.*

—Madam Rumor seems to have no trouble in getting currency.—*Dallas News.*

Mayor Harrison's Wedding.

NEW-ORLEANS, Aug. 27.—Mr. Frank T. Howard, brother of Miss Annie Howard, has announced that the marriage of Miss Howard to Mayor Carter H. Harrison of Chicago will take place in the latter part of September at the Summer home of the Howards' at Biloxi, the watering-place on the Gulf coast in the southern part of Mississippi.

It is also stated that the wedding will be attended by a large party of Mr. Harrison's friends and relatives from Illinois, and that there will be a gathering of all the Howard family. It is said here that Mayor Harrison is sixty years old and that Miss Howard is in the neighborhood of thirty.

A Rush for the Cherokee Strip.

GUTHRIE, Oklahoma, Aug. 27.—Hundreds of people are arriving every day to await the Cherokee Strip opening. The people coming now are well fixed financially, but those who have been waiting on the line since Spring are suffering and will suffer greatly, even if they do secure a claim. The majority are laboring under the belief that they will get the land free and are disappointed when they learn that they must pay from $1.50 to $2.50 an acre for all the land, in addition to living upon it five years before they secure a title.

VOTE IN THE HOUSE TO-DAY

NO DOUBT THERE WILL BE A BIG MAJORITY FOR REPEAL.

Conservative Estimate Shows that the Repealers Outnumber the Silver Men by at Least Forty—Expected that the Vote Will be Approximately the Full Vote of the House—Wonderful Work Done by Those Who Have Conducted the Fight for Honest Money.

WASHINGTON, Aug. 27.—Before another day shall have ended, the House of Representatives will have voted on the Wilson repeal bill. The supporters of the repeal, thanks to a most effective organization, maintained under the leadership of one of the most active and businesslike group of men who ever attempted to organize for victory, are fully prepared for the roll call, while the free-silver men, plainly worsted in the argument, are demoralized, weak, broken, unable to agree on anything but straight free coinage, and shorter as to numbers than they were when they began their contest for silver.

When the voting is over, it will be interesting to show how the repeal side has been marshaled for the final encounter, in what apparently discouraging circumstances it made its first move, with what diligence its leaders talked in and out of the House, and with what fidelity they labored with men from distant States in order to give them a full and correct idea of the great difficulties under which the business men of the East, North, and West were struggling as the result of the general loss of confidence.

When Congress met it looked as though there was a majority for free coinage. Little by little at first, and then more rapidly, members have come to have a realizing sense of the responsibility that rests upon Congress, and primarily upon the Democratic Party, and now in less than a month the majority of four against free coinage has been converted into a majority of from forty to sixty for unconditional repeal of the silver-purchase clause.

The House will meet to-morrow at twelve, and the voting on the propositions laid down in the agreement adopted at the beginning of the discussion will proceed at once. There is every indication that the attendance will be nearly full. Members who are absent and who have not been heard from have been summoned, and on the repeal side each of the committee in charge of the business has been held responsible for the summoning of a certain number of members.

Still, owing to some of the difficulties that must beset men, it is probable that there will be some members who will be prevented from attending. The pairs for these men will be carefully looked after, so that those not here will be accounted for.

It is expected that the voting will be first on the proposition for the free coinage of silver, and that after that the trials will be had of the different ratios at which Mr. Bland will hope to get some sort of "recognition of silver."

The opposition vote will be strongest, probably, on the clean proposition for free coinage. There will be a different vote, probably less than that, for the other ratios, and a smaller vote for 20 to 1 than for 16 to 1, as the Populists will stand on 16 to 1.

Making all allowances for the power of the changed ratio to attract, the repealers believe that they will hold their column above a majority through all, including the proposition for the Bland-Allison bill, which has not found many supporters and which has been referred to infrequently as in issue.

A conservative canvass of the vote for repeal by States at this time, counting only upon those who are belived to be prepared to vate against all the ratios, is as follows:

States.	For Repeal.	Ag'nst Repeal.	States.	For Repeal.	Ag'nst Repeal.
Alabama	1	8	Nebraska	1	5
Arkansas	1	5	Nevada	..	1
California	1	6	New-Hamp-		
Colorado	..	2	shire	2	..
Connecticut	4	..	New-Jersey	8	..
Delaware	1	..	New-York	34	..
Florida	1	1	North Carolina	1	8
Georgia	1	10	North Dakota	1	..
Idaho	..	1	Ohio	16	4
Illinois	15	9	Oregon	1	1
Indiana	6	7	Pennsylvania	27	3
Iowa	8	3	Rhode Island	2	..
Kansas	..	8	South Carolina	1	6
Kentucky	5	6	South Dakota	..	2
Louisiana	2	4	Tennessee	3	7
Maine	4	..	Texas	1	12
Maryland	6	..	Vermont	2	..
Massachusetts	13	..	Virginia	1	9
Michigan	4	7	Washington	..	2
Minnesota	6	1	West Virginia	3	1
Mississippi	..	6	Wisconsin	10	..
Missouri	4	11	Wyoming	..	1
Montana	..	1			
Total				198	158

The chances are that the vote on the 16 to 1 ratio will vary a little from this vote for the Repeal bill. But there are still men in doubt, whose doubt is seen in their speeches and who are more or less influenced by the knowledge that the silver side is beaten. These men know that their constituents will not condemn them for voting with their party when it is in so strong a majority, and in a case where it is desirable that the Democrats should get all the credit that can be derived from securing the passage of a repealer of a law that all parties except the Populists are denouncing.

People are still taking about the speeches of yesterday, and referring to the day as sure to be one of the most memorable in Congressional history. Very little reference is made to the hasty utterances of the men who suggested the breaking up of the Democratic Party by a sort of political secession, but no one outside the little Populist group really imagines that the menace will ever be carried out.

Mr. Springer on State Bank Notes.

WASHINGTON, Aug. 27.—Chairman Springer of the House Committee on Currency and Banking is quoted as saying:

"I do not believe the committee will report a bill in favor of the repeal of the tax on State banks. I do not believe in going back to the days of the old State banking system, and of being compelled to have forty-four different kinds of currency in this country.

"The removal of the tax upon State banks and the re-establishment of the old system would be an obstruction to business. I, for one, am against it, and I do not believe that such a bill can pass.

"I favor a stable currency, good alike in all the States, accepted without question everywhere, and familiar to the people, and printed upon such paper that counterfeits can be readily detected. Any other currency is an obstruction to business, and I shall oppose it."

The President in Good Health.

BUZZARD'S BAY, Mass., Aug. 27.—The President drove to the Buzzard's Bay station to-night with Dr. Bryant, who took the train for New-York. When the President's team arrived at the station, it was heralded about that Mr. Cleveland was to leave for New-York. The President had quite an informal reception while he was waiting for the train. The trains from Boston were crowded, and the passengers flocked to the windows and platforms to obtain a glimpse of the President. A number of ladies and gentlemen stepped forward and shook hands with him. The President greeted them all with a smile.

The President appeared the very picture of health.

The yacht Oneida has arrived to-night. This and the fact that Dr. Bryant has returned to New-York indicates, it is said, that the President is about to leave here.

Correcting an Injustice.

WASHINGTON, Aug. 27.—It is stated at the Pension Office that since the passage of the act of June 27, 1890, claims for pensions under that act have had unfair preference in the matter of adjudication over claims under prior acts. Thus, it is said, about 200,000 old claims have remained "sidetracked" for about four years.

A few days ago a block of 2,000 of these old cases was taken from the files and an examination disclosed that about 70 per cent., of them were complete and yet no action had been taken.

To correct this injustice Commissioner Lochren has directed the chiefs of the several divisions to make thorough search of the files of the old cases and where they are found complete to promptly forward them for allowance, and if found incomplete to make the necessary calls for additional proof.

LOSSES BY FIRE.

AKRON, Ohio, Aug. 27.—The store of Henry Kraus & Co., clothing, was badly damaged by fire early this morning. Loss is $30,000; fully insured. The safe and money drawer were found open and several hundred dollars are missing. It is supposed thieves set fire to the building.

MONTREAL, Aug. 27.—Fire destroyed the Empire Tobacco Company's factory to-day. Loss, $40,000. Fifty hands were employed by the company.

NAVAL RESERVES HEAR A SERMON.

They Also Do Good Routine Work, Listen to Music, and Go on Shore.

COLD SPRING HARBOR, L. I., Aug. 27.—The First Battalion, Naval Reserves, continues to interest the residents and Summer visitors here. The amateur seamen spent the day as befits the Sabbath. There were, however, a number of visitors on board the old war ship New-Hampshire.

The routine of the day began at 5:45 A. M., when the turn-out call was sounded. The time until 9:30 was spent in sweeping and scrubbing decks, stowing hammocks, and other duties, which kept the men busy, and which would have convinced the onlooker that there was something more than mere pleasure in being a member of the Reserve. Strict discipline is maintained throughout the ship, and everything is kept in first-class order.

A rigorous inspection of the ship from stem to stern, and from bilge to gallant forecastle, was made at 9:30 by Lieut. Schuetze, formerly of the Chicago, who succeeded Lieut. Cowles as General Inspector of Naval Reserves, together with Commander J. W. Miller and staff and Assemblyman Farquhar. The result of this inspection was eminently satisfactory and was so reported.

The order to prepare for religious service was then given, and ingeniously contrived folding seats were quickly arranged on the spar deck, where the services were to be held. At the appointed hour the men, dressed in fatigue uniform, were called to attend, which call was obeyed with the same alacrity that characterizes all the movements. When all were seated and everything became quiet, the First United States Artillery Band of Fort Hamilton, under the leadership of John Lind, rendered "The Heavens Are Telling," by Haydn, in faultless style.

An eloquent sermon by the Rev. Dr. Bridgeman of New-York followed. He preached from St. Luke, xvi., 10. "He that is faithful in that which is least is also faithful in much." Dr. Bridgeman cited many acts of heroism by those on board naval vessels, among which was the bravery displayed on board the ill-fated Victoria. The discourse was listened to with rapt attention by all present. At its close the band played Weber's Twelfth Mass in G.

The men took their places at the dinner tables promptly at 12 o'clock. The dinner was prepared and served with a view to drawing the minds of the men away from the idea that elegance of service was a necessity. In that respect it was a success. The bill of fare consisted of plain dishes, cooked in an appetizing manner, and in abundance, but served with no ceremony. The tables were uncovered by linen and the usual silver knives and forks were replaced by plain iron ones. During the meal, at the appearance of plates of fruit, a chorus of "ah's" elicited a sharp order from R. W. G. Welling, Master at Arms, which had the effect of immediately quieting the enthusiastic young men.

A number of ladies were present during the day, among whom were Mrs. Agar, wife of Paymaster John G. Agar, with a party of friends.

Shore leave was granted from 3 to 6 P. M. to a large number, who gladly availed themselves of the privilege.

HOMICIDE AND SUICIDE.

Fall River Man Suddenly Becomes Insane—Kills Himself and Another.

FALL RIVER, Mass., Aug. 27.—Andrew Gibson cut Charles H. Connors's throat this morning, and afterward ran naked through the fields for thirty minutes, slashing and tearing his own throat until he inflicted wounds from which he died. Gibson was forty-five years old, Connors thirty.

The affair took place just after midnight, but Gibson did not die until 6 o'clock this morning.

Connors, going toward his home with a companion, heard cries of "Murder" coming from a window in a tenement house in the eastern part of the city. Connors left his companion and ran up stairs toward the place from which the cries were coming. At the head of the stairway he was met by Gibson, who was flourishing a razor.

Before Connors could learn what was the difficulty, Gibson made a slash at his throat and cut a gash eight and a quarter inches in length. Connors ran down stairs, crossed the street, and ran into John Doyle's restaurant, where he fell upon the floor and expired in about fifteen minutes, without making any intelligible statement.

Meanwhile Gibson, clad only in his nightshirt, had run into the street and crossed over into some lots near the baseball ground, yelling like a maniac.

He was flourishing a razor about his head and at times drawing it across his throat. He was disarmed and taken to the City Hospital. He talked rationally, and said he thought Connors was attempting to kill him.

Connors was not married, but he was the main support of a widowed mother. Gibson was married to the woman whose cries attracted Connors. She has been ill with Bright's disease for eight or nine years.

Mrs. Gibson says that her husband was in his right mind yesterday. He went to bed about 9:30 o'clock. He awoke two hours later and began moving about the room. She finally became frightened and ran to the window and called for help. Gibson was a drinking man, and was this week attended by a physician for overindulgence in liquor.

It is thought that he suddenly became insane.

From Roofs to the Ground.

William Theis, aged thirty-nine years, of 251 West Thirty-eighth Street, was on the roof of 207 West Forty-first Street last evening helping some boys fly a kite, when he stepped backward off the coping and fell to the area. His legs were broken and he was badly hurt about the head. He was taken to the New-York Hospital in a critical condition.

Davis Cohen, five years old, last evening, fell from the roof of the five-story building, 7 Cherry Street, and received a fracture of both thighs, besides a severe scalp wound. He was taken to Gouverneur Hospital.

Longshoremen in Two Humors.

The striking longshoremen had no money for the rent of Highland's Hall, at Park Row and Pearl Street, yesterday afternoon and the janitor refused to let them in. They organized a meeting outside, at which they denounced the owner of the hall as a coward.

When they cooled down somewhat, a report was received that the officials of the Ward Line would either pay the old rates of 30 cents an hour to-day, or would make a compromise. This put the men in good humor.

AT THE HOTELS.

—Mlle. Rhea is at the Albermarle.

—Hallet Kilbourn of Washington, D. C., is at the Gilsey.

—Clayton McMichael of Philadelphia is at the Fifth Avenue.

—Ex-Congressmen James M. Ashley of Ohio and John H. Ketcham of Dover Plains, N. Y., are at the Murray Hill.

—Jacques Hermant, French Commissioner to the Columbian Exposition, and Edward Bedloe of Philadelphia are at the Waldorf.

OBITUARY NOTES.

DENNIS O'DONOGHUE, Deputy Tax Commissioner, died last evening at his residence in the Amsterdam apartment house, at 195 West Eighty-first Street. Mr. O'Donoghue was a native of this city and in his fifty-eighth year. He engaged for many years in the raw silk business. In the Fall of last year he was appointed Deputy Tax Commissioner, the first political office that he had ever held. He was offered the office of Commissioner of Charities and Correction by Mayor Wickham, but declined on account of business. While a member of Tammany Hall he did not take an active part in politics. He belonged to various clubs, among them the Lotus, Manhattan, and Blossom Clubs. He served for years as Trustee of the Roman Catholic Orphan Asylum and the Foundling Asylum.

ANGELO TORRIANI, Sr., of New-York died suddenly at his Summer house at Oceanic, N. J., yesterday morning of heart failure. He was well known in theatrical circles. He came to this country in 1848 with an opera company in which were the father and mother of Adelina Patti. The latter was with the company and was then about three years old. Mr. Torriani was born in Milan, Italy, April 27, 1829. He conducted several well-known opera companies, and appeared for the first time in the Academy of Music with the "Star of the North" company in July, 1857. He leaves a wife and three children.

THE VERY REV. FATHER ROGERS, Dean of the Diocese of Buffalo, died Saturday morning, in that city, of Bright's disease. Father Rogers was born in Ferns, Ireland, in 1840. He was graduated from the Niagara University, and was ordained in 1864. For the last sixteen years he has been pastor of the Immaculate Conception Church of Buffalo.

LUDWIG RAECHE, fifty years old, of New-York, died Saturday at his Summer residence, Highlands of Navesink, N. J. He leaves a wife and four children. He had poor health for three years past and went to Europe last year for a change and treatment.

WARREN ACKERMAN, a prominent cement manufacturer, died at Scotch Plains, N. J., Saturday night. He acquired a fortune during the war. His wife, who survives him, is a daughter of Isaac Platt.

SAMUEL JERKOWSKI of the firm of Samuel & Louis Jerkowski, dealers in and manufacturers of clothing at 648 Broadway, died yesterday at his residence at 118 East Seventy-ninth Street.

UNITED STATES MARSHAL VAN BUREN of the Eastern District of Michigan died suddenly yesterday morning of heart disease at Lansing.

IT IS HURTING BOTH PARTIES

THE RUSSO-GERMAN TARIFF WAR MAKES DISCONTENT.

Loud Complaints from Grain Dealers in One Country and Manufacturers in the Other—Probability that an Adjustment of Differences May Be Made in a Short Time—Army Manœuvres to Begin in Germany This Week—American Consuls to Confer About Cholera.

BERLIN, Aug. 27.—At the beginning of the tariff war between Russia and Germany, Berlin politicians made airy prophecies that German industries would hardly feel the change. Their idea of the situation has proved to be a miserable delusion. Without doubt Russia suffers more than Germany, but the losses on this side of the Vistula are far from trivial. The loss of the entire export trade with Russia has been felt with all the more keenness on account of the general depression preceding it.

Among those who complain most are the rubber exporters, the Thuringian porcelain manufacturers, the lampmakers, metal workers, and chemical manufacturers in Leipsic and Berlin, and the owners of the great leather industries in Offenbach. These men reproach the Government with having proceeded flippantly and recklessly in joining issue at this unfavorable time. They say Russia was their best customer and allege that the losses already amount to several hundred thousand marks. Many manufacturers have been brought to the verge of ruin by the tariff war. Not a few are believed to be insolvent.

Meanwhile reports from St. Petersburg and Moscow show that industrial affairs in Russia are about as bad as they can be. Since the export of Russian grains to Germany has been cut off, the Government has striven to keep up agricultural prices by all known artificial means. Enormous quantities of cereals have been bought for the army, loans on deposits of corn have been advanced, and railway tariffs have been made as low as possible to help exporters in using new outlets to foreign markets. All this, however, has availed little, as Bulgaria, Roumania, Turkey, and even Spain are sending such great quantities of corn to Central Europe that, instead of the expected rise, a notable fall of prices in the Berlin market has taken place. To the Russians themselves, therefore, the situation seems almost hopeless.

The widespread despondency in both countries is regarded as a sign that the war cannot last long, and in this fact the German manufacturers and Russian grain dealers find about their only consolation.

Among the side issues of the tariff war is the noteworthy increase of smuggling on the Russo-German frontier. Although officials on both sides close an eye to this sort of thing, affrays between them and smugglers become daily more frequent. Some have resulted in death; many in severe injuries.

The army manœuvres in the annexed provinces next month will be stern work for the soldiers, taxing their energies hardly less than would actual war. Exacting movements will be made on every day from the 2d to the 15th, not even excepting Sundays. Military men are especially interested in the effect of the new cavalry rules introduced provisionally at a recent date and to be tested and reported on regularly until Jan. 1, 1895.

The use of dogs to carry messages and look up the dead and wounded after battle will be tried on a larger scale than ever before. The trainers have been out with the dogs near the Tempelhofer Field for months in preparation for these experiments, and they are said to have reported remarkable success.

The refusal of France to be represented by a military attaché, as formerly, at the manœuvres, is still the subject of much comment. In view of France's action, general attention is directed to the coincidence that Sept. 15, when the grand final parade of the manœuvring division will take place on the battlefield of Hagenau, is the day chosen for the fraternization of the French and Russian fleets in Toulon.

The suicide of a private in a Guards regiment in Potsdam has revived public discussion of bullying and abuse in the army. The private was the victim of his Corporal, whose inhuman practices he described in a note left for his family. The *Vorwaerts*, organ of the Social Democracy, is quick as usual to turn the incident to its own account. In a long leader it directs attention to the fact that the eleven-year-old Crown Prince commands the half company to which the private belonged, and therefore, according to military law, is answerable for the whole affair. The Crown Prince ought to be court-martialed, says the *Vorwaerts*, and condemned to rigorous arrest for several months. Finally, the *Vorwaerts* appeals to the Emperor to carry out his scrupulous regard far military law and let his oldest son fare as would any other Lieutenant under similar conditions.

In Bavaria an official report published on Wednesday shows that, in 1892, privates in the Bavarian Army complained of seventy non-commissioned officers and eight commissioned officers. The subjects of the complaints were, as usual, physical violence and abusive language. All the commissioned officers and the majority of the non-commissioned officers were found guilty and were punished. Bavaria is the only German State in which military procedure is public.

The United States Consuls of all Germany will meet in Hamburg to-morrow to agree upon concerted action, under the United States April laws, to prevent choleraic infection of American ports by emigrants or goods from this country. The first plan of the Consuls was to meet early in September, but disquieting reports of cholera in Neuss, Halle, Duisburg, and Sigmaringen caused them to fix the earliest possible date. To-day one fresh case of cholera has been found in Berlin.

The trade statistics of Hamburg, published on Friday, show that, compared with the business done in 1891, the imports fell 158,657,400 marks, and exports fell 122,523,950 marks. This decline is ascribed to the cholera epidemic in the city last Summer and Fall. A return of the epidemic would blight the business of the whole country, already suffering under the new burdens voted by the Reichstag and weighted with fears of more taxes for an increase of the navy. Next Winter medical professors in the universities, in deference to advice from the Government, will give lectures for the benefit of officials employed by the imperial or municipal health offices for sanitary work.

The rapid increase of Germany's purchase of Indian corn from America has caused the Foreign Office to consider a plan which will enable the Prussian Agricultural Union to obtain their supplies directly from the producers in the Western States.

The purpose of Freiherr von Marschall, Minister of Foreign Affairs, is to do away with the middlemen, and get lower prices for the consumers. He has asked officially what help the Washington Government will give him in carrying out his plan, and the United States Consul here has written to Washington that the time is ripe to form a corn syndicate and gain a lasting hold on the German market.

RAVAGES OF THE CHOLERA.

Hundreds of Cases and Deaths in Russia—Reports from Other Places.

ST. PETERSBURG, Aug. 27.—The progress of cholera in Russia the last week is shown by these reports from the provinces: Orel, 820 cases and 325 deaths; Tula, 653 new cases and 139 deaths; Kiev, 678 new cases and 227 deaths; Kazan, 230 new cases and 88 deaths; Jaroslav, 193 new cases and 79 deaths; Don, 163 new cases and 113 deaths; Samara, 177 new cases and 68 deaths; Voronesh, 172 new cases and 88 deaths; Mohileff, 135 new cases and 48 deaths; Poltava, 134 new cases and 64 deaths; Kuban, 110 new cases and 93 deaths; Taurida, 115 new cases and 43 deaths; Grodno, 114 new cases and 34 deaths; Moscow, 110 new cases and 40 deaths; Ekaterinoslav, 79 new cases and 38 deaths; Minsk, 97 new cases and 49 deaths; Kharkoff, 99 new cases and 63 deaths; Kherson, 83 new cases and 20 deaths; Tchernigoff, 49 new cases and 19 deaths; Viatka, 64 new cases and 30 deaths; Simbirsk, 50 new cases and 23 deaths.

There were 9 cholera suspects in St. Petersburg during the last week. In Kertch, in the Crimea, there have been 44 new cases and 24 deaths. In the City of Moscow, 119 new cases and 67 deaths have been reported. In Sebastopol the new cases have numbered 9 and the deaths 6 in the last week.

ROME, Aug. 27.—There were 8 deaths from cholera in Naples yesterday. The report that cholera had become epidemic here and that 7 persons had died from it was erroneous.

The *Tribuna* says that 19 cases of cholera and 5 deaths have been reported in Palermo.

ANTWERP, Aug. 27.—One new case of cholera and one death were reported here yesterday.

Only $17 to the World's Fair via the West Shore Railroad, Tuesday, Aug. 29, 1893, 10:00 A. M. See full particulars under "Excursions."—*Adv.*

ARCHBISHOP CORRIGAN THERE.

The Cornerstone of the Port Chester Church Laid.

PORT CHESTER, N. Y., Aug. 27.—Three thousand devout Catholics gathered here to-day to witness the laying of the cornerstone of the new Catholic Church of Our Lady of Mercy by Archbishop Corrigan. The fête-day appearance of the town contrasted strongly with its funereal aspect last Sunday, when the rain caused the postponement of the ceremonies.

Every window showed a row of heads to-day, while the piazzas were thronged with people eager to view the procession. Hundreds came from the neighboring towns, a special train being run to accommodate the crowds.

Promptly at 3 P. M. the line of march was taken up at the old church. The procession comprised five divisions and made an impressive appearance.

The procession went directly to the site of the new church. The foundations, already well under way, were fitted up to meet the demands of the occasion. Seats were built on the church floor and a platform outside. The place was festooned with the flags of all nations, draped upon the rising walls of the building, or swinging on lines between the boughs of the overarching trees by which the church is surrounded.

The clergy and laity present, besides the Archbishop, included Father Daugherty of the Mission of the Immaculate Virgin, New-York; Father Newey of the cathedral, Father McLean of St. Peter's, Father Colton and Father Chadwick of St. Stephen's, Father Farrell of Tremont, Father Rigney of Fordham, the Rev. Mgr. Farley, Vicar General; Brother Leontine of the protectory, Father Malloy, Father James Galyan, Dean McKenna, Judge Brady, and Assemblyman A. Hennen Morris.

The priests vested at the house of Mr. Saxer, and, headed by the altar boys, proceeded to the church. They were followed by Father Newey, the master of ceremonies. Next came the Archbishop, attired in his pontifical robes of heavy white silk embroidered in gold, and wearing the mitre. After intoning a prayer, the procession quitted the platform and passed to the cornerstone, where the ritualistic service was performed.

The box placed within the stone is of copper and contains copies of the local papers of the town and the dailies of New-York City, a description of the church written by the pastor, the Rev. John A. Waters, silver, copper, and gold coins, a list of the names of subscribers to the building fund, and a photograph of the pastor.

After the service at the stone, the procession made the circuit of the church, the Archbishop sprinkling holy water upon the sides and blessing it. Returning to the platform, the Littany of the Saints was repeated and the hymn to the Holy Ghost.

Father Dougherty preached the sermon, dealing in the main with the progress of the Church. He said the Church had had a long struggle from the beginning, fighting enemies both from within and without.

"Its worst enemies have been from within," he continued. "All heresies have been started by bad priests. The Church has also had to fight nations who have never known Christ." The present and future prosperity of the Church, Father Dougherty declared, depended upon the continuance of the harmony which at present exists between the various denominations.

A collection was taken up, the large audience contributing liberally.

The architecture of the church is both pleasing and striking. The artistic pile will be crowned by an ornate semi-octagon belfry, with a roof of brown Spanish tiles. In the interior, as supports to the roof, will be sixteen polished stone columns. The body of the church will seat 800 persons, exclusive of the gallery. The dimensions are 137 by 74 feet. The extreme height from the water table to the tip of the cross surmounting the tower will be 124 feet 10 inches. The windows, seven of which are to be memorials, are rich and elegant in design.

TO HELP THE UNEMPLOYED.

Various Devices Suggested by the Committee Having This Work in Charge.

The labor conference for the relief of the unemployed met again yesterday at the International Labor Exchange, 257 East Tenth Street, and the sub-committee reported that it had issued a special appeal to organized labor, to employed workingmen, and to citizens in general, calling attention to the urgent importance of immediate relief to the unemployed.

The attention of the committee was called to several families that were on the verge of starvation. Individual citizens had responded, but organized labor had remained indifferent. Various organizations had pleaded that their constitutions prohibited their donating money for such purposes, although they had money enough.

Benefits at theatres, lectures, and a relief mass meeting are projected by the committee. A store may be started for the distribution of provisions. The committee has written to Gov. Flower asking him to call an extra session of the Legislature to provide public work for the unemployed.

TRIED A CISTERN AND POISON.

He Did Not Kill Himself, However—Boy Arrested for Killing Chickens.

COLLEGE POINT, L. I., Aug. 27.—Frank Getzelman, thirty-six years old, of this place, attempted suicide this afternoon by jumping into a cistern. He was pulled out in an unconscious condition. Shortly afterward he tried to end his life by taking poison, but was prevented from swallowing the drug by his sister. Getzelman has acted strangely of late, and he is thought to be insane.

Judge Smyth this afternoon issued a warrant for the arrest of John Haulish, fourteen years old. Haulish entered the chicken house of Samuel Bozinsk and killed thirty-six chickens. He drowned some and cut the legs off others.

John S. Leigh, a sailor, came ashore at College Point late last night. He stopped at Tyler's pavilion and, while intoxicated, brutally assaulted the proprietor, Ezra Tyler. He is locked up in the village jail and will be tried before Judge Smyth to-morrow morning.

Mexico Files a Complaint.

SAN ANTONIO, Texas, Aug. 27.—The pursuit of the band of Mexican cattle thieves and smugglers in the "bloody peninsula" of Texas about six weeks ago by Texas rangers commanded by Capt. Frank Jones, who was killed in an encounter with the outlaws, has resulted in a slight international complication.

The Mexicans took refuge on an island in the Rio Grande which was supposed to be neutral soil. The rangers "trailed" the band to their rendezvous and attacked them. The Mexican Government now alleges that the rangers, in pursuit of the outlaws, invaded Mexico.

The Mexican Government has brought the matter to the attention of Secretary of State Gresham, and he has requested the War Department to investigate.

Striking Miners Store Rifles.

WEIR CITY, Kan., Aug. 27.—The striking miners here, it is learned on excellent authority, have 250 rifles stored at two different points in the city and are looking for a shipment of 100 more to-morrow. Feeling seems daily to be growing more bitter against the negroes.

Last night trouble between the miners and the "blacklegs," as the white miners who have returned to work are termed, broke out afresh. A crowd of nearly 100 strikers gathered with guns on Main Street waiting for colored miners, when a shotgun was accidentally discharged, wounding four men.

Thought the Parade a Funeral.

The members of the Central Labor Federation are in a state of ferment about an alleged insult which was offered to them and the Socialist Labor Party by the bakers' unions on the evening of their parade a little while ago. When the paraders passed the Labor Lyceum at 64 East Fourth Street, the headquarters of the Federation and of the Socialists, they dipped their flags and played the Dead March from "Saul."

The Federation passed resolutions of censure upon the offenders yesterday.

His Sons Had His Companion Arrested.

George Geogehan, a retired plumber of 424 Ninth Avenue, was walking Saturday night with Emma Goodwin of 820 Broadway when his two sons interfered. The woman protested, and on the complaint of the sons she was arrested. The sons did not appear at the Jefferson Market Police Court yesterday, and the woman was discharged. Mr. Geogehan took her away in a cab.

ONE DAY'S FIRES IN NEW-YORK.

(From 1:30 A. M. Sunday to 1:30 A. M. Monday.)

1:45 A. M.—337 East Thirty-eighth Street; damage, $50; cause and insurance unknown.

3:00 A. M.—98 East Fourth Street; Rose Blum; damage, $10; cause and insurance unknown.

3:10 A. M.—942 Third Avenue; Leopold Yanhauer; damage trifling; cause unknown.

7:00 A. M.—14 Norfolk Street; William Wiesbaum; damage nominal; cause and insurance unknown.

6:15 P. M.—301 East One Hundred and Fifth Street; David Cohen; damage, $200; insured; cause unknown.

8:45 P. M.—56 Watts St.; James Pyle; damage small; cause unknown.

10:15 P. M.—11 Ludlow Street; Max Goldstein; damage, $50; insured; cause, explosion of a lamp.

"OLD HUTCH" HAS HAD HIS DAY

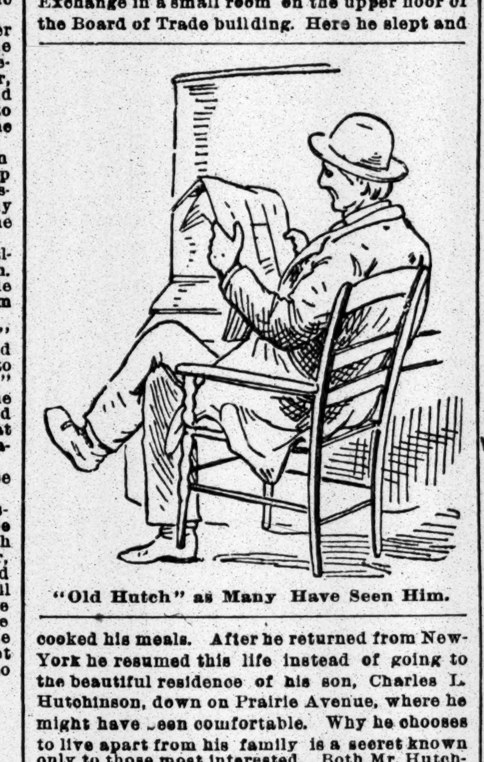
THE FAMOUS GRAIN SPECULATOR COMPLETELY RUINED.

Forced to Sell His Right to Deal on the Chicago Board of Trade—Worsted in a Transaction in Wheat—Worth Ten Million Dollars in 1888, He Is Without Assets To-day—Wonderful Career of a New-England Yankee—Born in Lynn and Began Life as a Shoemaker.

CHICAGO, Aug. 27.—Benjamin Peters Hutchinson, the greatest operator ever known on the Chicago Board of Trade, has probably ended his career as a speculator forever. Over two years ago he failed, and since then has not figured "on 'Change" to any great extent. He has now sold his certificate of membership on the board, and this may be called the last act of his speculative career. Only twice since he returned from New-York has he appeared on the floor of the Exchange.' When the Cudahy-Fairbank-Wright deal collapsed the old man was an interested spectator.

A few days ago he made a deal in wheat. He got on the wrong side of the market, and there were calls for margins. To meet them he was obliged to sell his certificate of membership for about $900. It was bought by Armour & Co. for one of the employes of the firm. With the money thus obtained, the once great plunger made his margins good. But it took the last of his collateral to do it.

Five years ago Mr. Hutchinson was reported to be worth anywhere from $5,000,000 to $10,000,000—all made in speculation. He has always been peculiar in his habits and spent most of his time when not on the floor of the Exchange in a small room on the upper floor of the Board of Trade building. Here he slept and



"Old Hutch" as Many Have Seen Him.

cooked his meals. After he returned from New-York he resumed this life instead of going to the beautiful residence of his son, Charles L. Hutchinson, down on Prairie Avenue, where he might have been comfortable. Why he chooses to live apart from his family is a secret known only to those most interested. Both Mr. Hutchinson and his son refuse to discuss the question.

Young Mr. Hutchinson is too busy with his duties as President of the Corn Exchange Bank, as receiver for Cudahy, and in many other ways to have much time for the discussion of such questions, anyway, even if he were so inclined. He is of a different stamp from his father. He does not speculate. He saves. The consequence is that, while his father had to sell his Board of Trade membership to help him out in a picayune deal, young Hutchinson is investing in good-paying properties. It was said at the time of the old speculator's failure, April 28, 1891, that his son received the news calmly, because he had never approved of speculation as a means of livelihood. The deal which brought ruin was one in which Mr. Hutchinson had a line of 2,500,000 or 3,000,000 bushels of July corn bought up to 69 cents. A portion of this was closed out at 62 cents.

When the crash came the old gentleman was too much broken down in spirit to face the inevitable. He boarded a train and went down into Indiana, and did not return for five days. During that time all his trades were closed out and differences amounting to $100,000 were made good by his son. Since Jan. 1, 1891, "Old Hutch" had lost $1,000,000 or $2,000,000, all that was left of his large fortune.

When he came back he was cordially received, but he felt the difference between being the greatest plunger on the board and being a ruined man too keenly to stay here. He went to New-York, where his career is well known. But he was not satisfied there. And when he came back here he was not satisfied with the experience he had gained in former years on the board. He felt the old desire to speculate. He did, and lost the right to do so on the floor hereafter. Nowadays he may be seen around the haunts of the hangers-on of the Board of Trade men, talking with the "pikers." He might look with pride on his son, who is a member of the Union League and Commercial Clubs, a pillar in the Unitarian Church, President of the Art Institute, and identified with many public movements. But he would not be "Old Hutch" if he cared for anything except a ticker.

Mr. Hutchinson is a New-England Yankee. He was born in Lynn, Mass. As he had to work for a living while he was still young, it is not remarkable that he should have learned to make shoes. Many a Lynn boy has done that—in fact, it is but a small percentage of Lynn boys which does not find its way to the shoe shops. Mr. Hutchinson didn't come straight to Chicago from a shoe bench. He had first to engage in the dry goods business. He made money for a time, but in the financial troubles of 1857 he met disaster. He owed $75,000 when he turned his back on New-England and started for Chicago. His creditors did not expect to receive a cent from him.

They were inclined to believe that the failure had been a dishonest one. It was their understanding that Mr. Hutchinson had saved enough out of the wreck to give him a good start in the West. So he had; but contrary to the belief of those whom he owed, it was his purpose to use this money as a multiplicand for their benefit. They found it out in two years when they received checks for what was due them with interest.

Mr. Hutchinson made money in Chicago from the start. He laid the foundation of his fortune in the war times, buying and selling pork and cereals. Until he made himself famous by cornering September wheat in 1888 he was not given to big deals. He was a scalper. He traded on fluctuations of an eighth of a cent, and even a sixteenth. Quick sales and small profits suited him. He was "in" and out again a dozen times a day. His great fortune was the sum of innumerable little profits in Board of Trade transactions, supplemented by relatively small gains in real estate deals. He would buy a house for $100,000 one day and sell it the next at $101,000. He never regarded any transaction as the last that he should engage in; it was not in accordance with his business ideas to hang on and on, waiting for the utmost limit of profit.

In course of time he came to be the autocrat of the pit. His favorite way of trading was to pass his card about with the remark:

"Here, boys, put down what you want to buy or sell, and I'll accommodate you."

He was neither bull nor bear. He was "Old Hutch," always ready to make a dollar or two, caring nothing whether he should make it by "bulge" or by "slump." He had great days in which his profits were enormous, but it frequently happened that when night came he found, after ciphering out his deals for the day, that he had cleared as little as $250. On such occasions he would laugh at himself, though he would always wind up with the remark, "Well, I'm that much ahead."

He was a phenomenally secretive man. Nobody knows how much he has done in charity and in helping friends who have come to grief. Once he gave unlimited credit to a young trader who was in danger of going to the wall, and a week later and forever after declined to speak to the young man because he had permitted the story of the good deed to get abroad. The general belief in Chicago is that "Old Hutch" has saved many a man from ruin.

Mr. Hutchinson, so it is said, used to be able to appreciate a good article of whisky and occasionally drank enough to feel it. One night, as the story runs, after he had been enjoying his favorite tipple he paid a visit to a carpet store in which he had an interest. The store was closed but he had a key. After rummaging about for a while, he caught sight of a beautiful couch in the window, the centrepiece of an aggregation of handsome things designed to suggest how a parlor should be furnished. Upon this couch "Old Hutch" stretched himself and there he lay when morning came sleeping the sleep of the "Jagged." Hundreds stopped on their ways to shop and factory to take a view of him.

The sympathy of the people of Chicago runs out to "Old Hutch" in a generous stream. Everybody feels that it is hard that a man who has been worth $10,000,000 should in his old age have left of it nothing at all.

Fell from a Window and Broke Her Neck.

LONG ISLAND CITY, L. I., Aug. 27.—Mrs. Yaeger, ninety years old, of 922 Steinway Avenue, fell from the third-story window of her home this afternoon and broke her neck, killing her instantly.

WHY SO MANY LIVES ARE LOST.

Economy Prevents the United States from Employing Life Savers in Summer.

TRENTON, N. J., Aug. 27.—The loss of life along the New-Jersey coast during the storm of Thursday has brought into discussion a pertinent query as to why life-saving corps are not kept at work during the entire year. The August storms for the past five years have been causing serious loss of life along the entire coast. The fact that twenty-four men were drowned off the New-Jersey shore within a line of ten miles, and with four unoccupied life-saving stations within warning distance, has aroused considerable comment on the incompleteness of the service.

The life-saving patrolmen go off duty May 1 and return Sept. 1. The records of the department show there have been enough wrecks during the period of intermission to compare favorably with the disasters of the stormy period.

The only reason for discontinuing the service is the economy of the department and its old-fashioned ideas about Summer weather. The department still holds to the idea that September is the proper time to resume and look out for crippled vessels, because in former years the Autumn storms began the first week in September. The storms have changed their base of operation and are now due any time between Aug. 20 and Sept. 1. Each year the wind seems to blow harder, and the coast, not only of New-Jersey, but of the entire Atlantic shore front, is strewn with wrecks and casualties.

A bill providing for keeping the life-saving men on duty the entire year has been defeated in Congress annually by the department itself purely for economic reasons. There were several attempts made during the Forty-ninth, Fiftieth, and Fifty-first Congresses to secure legislation for this service and principally to make it an all-the-year-round work. So far, the only thing secured has been an increase of salary.

The latest report of the United States Life Saving Service shows there are 238 stations in the 12 districts into which the department is divided, and at each one of these stations there are 6 or 7 surfmen. The fourth district, which embraces the coast of New-Jersey, contains the largest number of stations and surfmen, the stations being 41 and extending from Sandy Hook to Cape May.

The cost of the department, according to this report, was $963,385. To continue the service for the entire twelve months would involve an expenditure of about $300,000 more for the whole of the United States. For the New-Jersey coast about $60,000 more a year would be required. This is based upon the actual pay for patrolmen and keepers, the pay of officials and District Superintendents being computed in the report on a yearly basis.

CIRCUS MEN ON A STRIKE.

They Refused to Put up the Tents Until the Proprietor Produced $4,000.

FLUSHING, L. I., Aug. 27.—Hunting's Railroad Circus landed here to-day, and, after landing the menagerie and tents on the ground, the employes refused to raise the tents or do other work until they received the money which they claim was due them, and they went on a strike late to-night. There are only three small tents erected. The big ones, to be ready in time, will probably have to be raised by the actors.

Some of the equipment is not off the cars. There is much grumbling among the men. Some of them say they have had nothing to eat since yesterday morning, and, as they have no money, they cannot get anything. The circus serves its own meals to its employes.

Mr. Hunting appeared late to-night and, showing the men $4,000, stated that he would pay them to-morrow, because if he paid them to-night there would probably be no performance to-morrow. The men, on this assurance, returned to work. Some of them tried to get attachments against the show, but failed.

DEAD IN HER STATEROOM.

Body of an Unknown Woman Taken from a Steamer at New-Haven.

NEW-HAVEN, Aug. 27.—A woman who left New-York on the steamer C. H. Northam, Saturday night lies dead in this city and efforts to identify her have thus far proved fruitless. She boarded the Northam at Peck's Slip, New-York, at 9 o'clock and at once went to her stateroom.

She made no response to the purser's knock when he called for her ticket and on breaking open the window he found her dead. She was about twenty-three years old, had dark hair and eyes, was 5 feet 2 inches in height, and good-looking. She wore a costly silk dress and black morocco shoes. A small amount of money was found in her purse.

Medical Examiner White says that she died in an apoplectic fit.

A mark on her clothing indicates that she came from Third Avenue, New-York, but further than this there is no clue to her identity. Her body will be kept here till Tuesday in the hope that some of her friends or relatives may put in an appearance.

An Ex-Sheriff's Distillery Seized.

RALEIGH, N. C., Aug. 27.—The revenue officers have been watching the distillery of W. A. Bailey, near Mocksville, Davie County, for some time because they suspected crookedness of various kinds. Having gathered sufficient evidence, the distillery was seized yesterday, together with all the fixtures and 12,000 gallons of whisky. Bailey is a prominent Republican and has been Sheriff of the county.

BUSINESS TROUBLES.

THE VILTER MANUFACTURING COMPANY, formerly the Wessel & Vilter Company, manufacturers of engines and refrigerating machines, Milwaukee, Wis., made an assignment Saturday morning to Herman Segnitz. The liabilities of the company amount to $372,400, with assets, including over $150,000 worth of outstanding accounts, about the same. The firm suffered heavily by the great fire in the city last October, and the present financial stringency caught them just as they had begun to operate a new and complete plant.

THE ANSONIA ELECTRIC COMPANY, Ansonia, Conn., went into the hands of receivers Friday. The company does business here and in Chicago. John F. Wallace, the President, was appointed receiver for Connecticut, and John B. Waller, his brother-in-law, of Chicago, receiver for Illinois. Both have qualified. The company employed 125 hands here and 75 in Chicago. The liabilities are given as $300,000 and the assets much greater.

L. MEYER & CO., general merchandise dealers of Lincoln, Neb., failed Saturday. The store was closed on a mortgage of $10,000. The senior member of the firm has been in business almost continuously since the early days of the city. The assets and liabilities are unknown. The creditors are banks in Chicago, New-York, and Des Moines. The house was caught heavily in the Capital National Bank failure.

A. W. RABEN AND SONS of Mount Vernon, Ind., have mortgaged all their property, including two dry goods stores, one in this city, and one at St. Wendell, and a flouring mill at St. Wendell. The liabilities are placed at $55,000; assets are not stated, but it is said the secured creditors will be paid in full.

W. S. & J. H. WILKINSON, manufacturers of jewelers' materials, Chicago, Ill., made an assignment Friday afternoon in favor of Edwin H. Murdock, assignee. A schedule of the assets and liabilities will be filed in a few days. The firm was one of the largest in its line in the West.

C. R. MCMURRAY & BROTHERS, the largest dry goods dealers of Guthrie, Ky., thirteen miles north of Clarksville, Tenn., assigned Friday as a result of the suspension of the People's Bank of that place. The assets and liabilities are very heavy.

JOHN G. KAUFFMAN, a well-known retired ironmaster of Reading, Penn., confessed judgments Saturday for over $50,000. His financial difficulties are said to be due to the Sheridan Iron Company's failure.

S. SIMON & CO., wholesale dealers in men's furnishings, Detroit, Mich., gave two chattel mortgages Saturday morning to secure an indebtedness of $105,966.12.

STERN AND MOHLMAN'S lumber yard at St. Louis, Mo., was closed up by Sheriff's attachments Friday. Liabilities are estimated at $50,000, with assets about the same.

ARMY AND NAVY.

LEAVES OF ABSENCE.—Second Lieut. Howard R. Hickok, Ninth Cavalry, ten days. Col. L. L. Langdon, First Artillery, five days' extension. First Lieut. E. F. Taggart, Sixth Infantry, fourteen days. First Lieut. H. H. Sargent, Second Cavalry, one month. Second Lieut. W. J. Glasgow, First Cavalry, one month, from Sept. 1. Capt. W. C. McFarland, Sixteenth Infantry, twenty-three days' extension.

TO JOIN THEIR STATIONS.—The following named officers, having completed their duties in connection with the annual cavalry competition, Departments of the East, the Platte, and California, will join their stations: Capt. Henry H. Wright, Ninth Cavalry, Fort Robinson, Neb.; Second Lieut. Harold P. Howard, Sixth Cavalry, Fort Washakie, Wyoming.

BOARD AT NEW-YORK.—Commander Horace Elmer, Passed Assistant Engineer A. F. Dickson, Assistant Naval Constructor G. W. Street, and Assistant Engineer O. W. Koster will constitute a board at New-York Navy Yard Sept. 6 to examine applicants for the position of Master Shipsmith.

BOARD OF EXAMINATION.—A board, with Lieut. Col. W. H. Penrose, Sixteenth Infantry, President, met at Fort Douglas, Utah, Aug. 24, to examine First Sergeant Charles Streeman, Sixteenth Infantry, applicant for position of Post Quartermaster Sergeant.

A GENERAL COURT-MARTIAL is appointed to meet at Fort Robinson, Neb., Aug. 28, with Capt. John S. Loud, Ninth Cavalry, President, and Second Lieut. Julian R. Lindsey, Ninth Cavalry, Judge Advocate.

FIRST LIEUT. BEAUMONT B. BUCK, Sixteenth Infantry, is relieved from duty as range officer at the Department of the Platte rifle range, and will report to participate in the annual rifle competition.

ENSIGN FRANK MARBLE is transferred from the Petrel to the Mohican and Ensign B. F. Hutchinson from the Mohican to the Petrel.

CHICAGO BANK'S EXPLANATION.

Tells St. Louis Bankers Why New-York Checks Are Not Taken at Par.

ST. LOUIS, Mo., Aug. 27.—Several St. Louis banks have received a letter from the First National Bank of Chicago which explains why Chicago cannot accept checks on New-York and other Eastern points and credit them at par. The substance of the letter is as follows:

"Chicago banks are paying currency. The banks in New-York and some of the other large Eastern cities are practically paying no currency now, but checks on them, when presented at their counters, are certified 'Good through Clearing House only.' In the Clearing House balances are settled in 'certificates.' Money in New-York commands a premium over bank checks of from 1½ to 2 per cent., and as high as 3 per cent. has been paid.

"It is therefore evident that, unless Chicago banks can and will sell drafts on New-York at a discount about equal to the premium paid on money there, nobody will buy them. On the contrary, parties here having large remittances or payments to make there will draw cash, send it to New-York and sell it at a premium for bank checks, which serve the purpose in New-York of general payment. This being so, in order to forestall such action, Chicago banks are forced to sell their New-York exchange at a discount about equal, as already explained, to the premium paid in New-York in currency.

"Thus obliged to sell at a discount, it is manifest that, however we might like to accommodate our correspondents by continuing to credit Eastern exchange at par, we cannot do so while the condition explained above prevails."

The letter asks the co-operation of Western banks generally that Chicago and the West may be kept on a cash basis, and calls attention to the efforts made by Chicago to secure currency, such as the purchase of cable transfers on London and Paris and the direct importation of gold.

MRS. SHANN MAY BE TRIED AGAIN.

A Fight for Her Son's Insurance Likely to Cause Another Investigation.

TRENTON, N. J., Aug. 27.—Mrs. Shann will probably have another sitting in the Mercer County Court. The Manhattan Insurance Company refuses to pay the $2,000 on the policy in her favor held by John Shann, her son, at the time of his death. Her counsel has demanded payment of the policy, but the officers of the company refuse to pay the money because the cause of death has not been shown and is in doubt. Capt. Holt went to New-York Saturday, but did not succeed in seeing the officers. He will try again in a few days. If he does not succeed in getting satisfaction he will bring suit for the money.

Mrs. Shann is anxious to leave Princeton because of the strong feeling against her in the community. She has been trying to induce her daughter, Mrs. Mary F. Kelly of Philadelphia, to take the boarding house. She will go West to live.

Mrs. Shann has read all the newspaper reports of the trial, and is severe in her criticism of them.

It is announced that Mabel, the pretty young daughter who sat with Mrs. Shann during the trial, is soon to be married.

It is estimated that the trial of Mrs. Shann cost Mercer county $7,500.

Refused Assistance and Was Drowned.

William Ayers, forty years old, was seen floating in the river at the foot of South Fifth Street, Brooklyn, yesterday afternoon, and was asked by longshoremen if he wanted assistance.

He replied in the negative, and a few minutes later was drowned. His body was recovered, but his residence could not be ascertained. It is believed Ayers committed suicide.

THE WEATHER.

WASHINGTON, Aug. 27—8 P. M.—Forecast for Monday. For *New-England*, southerly winds, fair, except possibly light local rains Monday night.

For *EASTERN NEW-YORK, Eastern Pennsylvania, New-Jersey, Maryland, Delaware, Virginia*, and the *District of Columbia*, easterly winds on the coast, variable in the interior, light local rains.

For *Western Pennsylvania* and *Western New-York*, westerly winds, fair weather.

For *North Carolina* and *South Carolina*, northeasterly winds, high on the coast, rain, attending the hurricane whose centre will pass northward nearly over Savannah and Charleston early Monday morning.

For *Georgia* and *Eastern Florida*, winds backing to northwest and southwest, high on the coast, light rain followed by clear weather following the hurricane moving northward over South Carolina.

For *Western Florida, Alabama, Mississippi, Louisiana*, and *Eastern Texas*, northwest winds, becoming variable, fair weather.

For *Tennessee, Kentucky*, and *West Virginia*, northeast winds, light local rains.

For *Arkansas, Indian Territory*, and *Oklahoma*, northerly winds, cooler, fair weather.

For *Nebraska, North Dakota, South Dakota*, and *Montana*, variable winds and warmer, fair weather.

For *Missouri, Kansas, Colorado*, and *Iowa*, northerly winds, becoming variable, cooler Monday, warmer Tuesday, fair weather.

For *Wisconsin, Lower Michigan, Upper Michigan, Illinois, Indiana*, and *Ohio*, northwest winds, cooler, fair weather.

For *Minnesota*, cooler Monday morning, warmer Monday night and Tuesday; northerly winds, becoming variable; fair weather.

WEATHER CONDITIONS AND GENERAL FORECAST.—The barometer is highest in Montana, and high over Nova Scotia; it is low north of the upper lakes, and lowest on the South Atlantic coast.

Reports are missing from Charleston to Key West, but the hurricane that has been moving slowly northwestward off the coast of Florida is now probably central near the coast of Georgia. It will move northward over Savannah, between Charleston and Augusta into North Carolina. There are indications of its breaking up in that region Monday afternoon.

The temperature has fallen decidedly at Rocky Mountain plateau stations and in the northwest and risen in Tennessee and the Ohio Valley.

Fair weather has generally prevailed, except rains in the South Atlantic States.

Two inches of rain fell in the last twenty-four hours at Allendale, S. C.

Signals are displayed from Fort Monroe to Jacksonville section.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	63°	71°	3:30 P. M.	70°	86°
6 A. M.	62°	71°	6 P. M.	69°	78°
9 A. M.	62°	78°	9 P. M.	65°	74°
12 M.	66°	83°	12 P. M.	63°	71°

Average temperature yesterday........76¾°
Average for same date last year........65°
Average for same date last fifteen years........69¼°

DIED.

Ackerman, Warren.	Jerkowski, Samuel.
Berry, James P.	O'Donoghue, Dennis.
Blackwell, Ellen M.	Pennington, Mary A.
Connelly, James H.	Plummer, Mary E.
Fairbairn, Juliet.	Rose, Charles Von K.
Garrison, Dr. Nelson A.	Runyon, Simeon M.
Hopson, Rev. Oliver.	Thompson, Isabel E.
Young, Mary H.	

ACKERMAN.—On Saturday, Aug. 26, 1893, at Scotch Plains, N. J., WARREN ACKERMAN. Notice of funeral hereafter.

BERRY.—On Friday, Aug. 25, JAMES P. BERRY, aged 51 years. Funeral private.

BLACKWELL.—At Twilight Park, N. Y., Aug. 25, ELLEN MILLS BLACKWELL, aged 22, daughter of the late James Blackwell of New-York. Funeral services at Grace Church, Brooklyn, on Monday, Aug. 28, at 2:30 o'clock.

CONNOLLY.—On Aug. 26, JAMES H. CONNOLLY, in his 78th year. Relatives and friends are requested to attend funeral services at 1 P. M. Monday, 28th, from his late residence, 240 West 71st St.

FAIRBAIRN.—On Friday, Aug. 25, JULIET, wife of the Rev. R. B. Fairbairn, in the 72d year of her age. Funeral will be held at the chapel of St. Stephen's College, Annandale, N. Y., on Tuesday, at 12 M.

GARRISON.—At Stony Point, Rockland Co., N. Y., on Saturday, Aug. 26, DR. NELSON A. GARRISON. Relatives and friends of the family are respectfully invited to attend his funeral from his late residence on Tuesday, the 29th inst. at 2 o'clock P. M.

HOPSON.—At Tivoli, N. Y., Aug. 26, the Rev. OLIVER HOPSON, in the 89th year of his age. Funeral Tuesday, 3:30 P. M.

JERKOWSKI.—SAMUEL JERKOWSKI, of 118 East 79th St., New-York, after a short sickness, at his Summer residence, Far Rockaway, Sunday, Aug. 27, aged 55. Funeral notice hereafter.

O'DONOGHUE.—On Sunday, the 27th inst., at his late residence, 175 West 81st St., DENNIS O'DONOGHUE. Date and place of funeral hereafter.

PENNINGTON.—Suddenly, on the 26th inst., at Franconia, N. H., MARY ATTERBURY, daughter of Aaron S. and Anna B. Pennington, in the 20th year of her age. Notice of funeral hereafter.

PLUMMER.—On Saturday morning, MARY E., widow of John L. Plummer. Funeral services at the residence of her sister, Mrs. Tyler, 575 Macon St., Brooklyn, on Monday, at 3 o'clock.

ROSE.—On Saturday, Aug. 26, CHARLES VON KETTLER ROSE, son of C. Wm. and Josephine Rougier Rose, aged 23 years. Funeral services at St. Mary's Episcopal Church, corner Classon and Willoughby Avs., Brooklyn, on Tuesday, the 29th, at 11 A. M.

RUNYON.—At San Francisco, Aug. 25, of typhoid fever, SIMEON M. RUNYON, formerly of East Orange, N. J., in the 63d year of his age.

THOMPSON.—At Bloomfield, N. J., on Aug. 26, 1893, ISABEL EWART, fourth daughter of William and Annie C. Thompson, in the 19th year of her age. Funeral this (Monday) afternoon at 3 o'clock. Friends will kindly omit flowers.

YOUNG.—On Thursday, Aug. 24, MARY HOYT, widow of Charles L. Young, in her 82d year. Funeral will take place on Monday, at 11 o'clock, from her late residence, No. 33 West 38th St.

WOODLAWN CEMETERY,
Woodlawn Station, (24th Ward,) Harlem Railroad
Office, No. 20 East 23d St.

Special Notices.

A SMALL PILL, SMALL DOSE, Small Price.
CARTER'S LITTLE LIVER PILLS.
They are very small, no trouble to swallow.
CARTER'S LITTLE LIVER PILLS.
No pain or griping after taking
CARTER'S LITTLE LIVER PILLS.
Women with pale, colorless faces should use
CARTER'S LITTLE LIVER PILLS.

FINANCIAL AND COMMERCIAL

INCREASING HOPEFULNESS IN STOCK EXCHANGE CIRCLES.

The Repeal of the Purchasing Clause of the Silver Act Now Regarded as Assured—Improving Condition of the City Banks—Imports of Gold and Increased Bank Circulation Likely to Relieve the Money Stringency—The Incubus of Impending Failures Lifted from the Market.

NEW-YORK, MONDAY, Aug. 28—A. M.

Increasing hopefulness was the feature of the week in Stock Exchange circles. It was based on the evidence from Washington that the repeal of the purchasing clause of the Silver act has become almost a certainty, on the improving conditions of the city banks, as shown by their statements of the past two weeks, on the beneficial influence which the imports of gold and increased bank circulation have had on the money market, and on the removal of the incubus of impending failures.

Trading was not active, but prices were fairly well held. There was large liquidation in Northern Pacific securities, incident to the insolvency of the company, and there were sharp declines in a few specialties in which it was supposed a well and favorably-known firm of high standing was interested. The firm in question had been much talked about, and it was saved from suspension by the timely intervention of friends. It is by no means insolvent, but it is in the same position as several other large houses which own securities of unquestioned value, but for which there is no market at present,

The speculative movements of the week were in Chicago Gas, Sugar, and Distilling and Cattle Feeding. The first named fluctuated as the probability of a dividend brightened or became dim. The President of the company is in favor of passing the dividend at this time, but certain of the Directors are contending for a distribution of scrip. Sugar and Distilling and Cattle Feeding have moved both ways, and in accord with the momentary wish of those who manipulate the strings. The fluctuations really meant nothing.

The bank statement on Saturday was a gratifying exhibit, but was about what had been expected. The market had been strong all the morning, and it held firm until the close, although prices receded slightly as a result of sales for the realizing of profits.

The following table gives the highest and lowest prices for stocks for the week as compared with the corresponding week last year:

	High.	Low.	Closing Aug 25, 1892.
Adams Express	137	134	..
Alton & Terre Haute	20	20	..
American Cotton Oil	50¼	47¾	45
American Cotton Oil pf	80¾	54¾	82½
American Express	102½	102½	121
*American Sugar Refining	78¼	72¾	113½
*American Sugar Ref. pf	77	74	104¼
*American Tobacco	60	58	..
American Tobacco pf	80	80	96½
Atchison, Top. & Santa Fé	16¾	14¾	39½
Atlantic & Pacific	2	1¾	..
Baltimore & Ohio	65	64	97¼
Buffalo, Rochester & Pitts	22¾	22	..
Canada Southern	44½	42	59¾
Canadian Pacific	71¾	70¾	89
Central Pacific	18¾	18⅜	..
Chesapeake & Ohio	15¾	13¾	23¾
Chicago Gas	53	48½	83
Chicago Stock Yards	..	..	104
Chicago & East Illinois	51¼	51	..
Chicago & North western	96¾	93¾	117
Chicago & North western pf	130	128	142½
Chicago, Bur. & Quincy	78¾	74¾	101¾
C., C., C. & St. Louis	33¾	32	66
Chicago, Mil. & St. Paul	58¾	51¼	82¾
Chicago, Mil. & St. Paul pf	110¾	109	125½
Chicago, R. I. & Pacific	60	56⅝	82¾
Colorado Fuel & Iron	20	19	60
Col., Hock. Valley & Toledo	15	14	34¼
Consolidated Gas Company	119¾	117¼	138½
Delaware & Hudson	112¾	109	138½
Delaware, Lack. & Western	158½	153½	157½
Denver & Rio Grande	19¾	16	36
Denver & Rio Grande pf	52¾	49¼	82
Des Moines & Fort Dodge	5	5	9¾
Distilling & Cattle Feeding	23¾	19¼	49
East Tenn. 1st pf. & Ga	¾	¾	4¼
Edison Electric Ill.	85	71¾	103
Evansville & Terre Haute	92	87	..
Flint & Pere Marquette pf	45	45	..
General Electric	41¾	36	116¼
Great Northern pf	100¾	100¼	141
Green Bay & Winona, t. r	5¾	5¾	12½
Illinois Central	90¾	89¾	99¾
Iowa Central	5¾	5¾	12
Iowa Central pf	18	18	42
Laclede Gas	10¾	10	23¾
Laclede Gas pf	93	93	98
Lake Erie & Western	14	13	24¼
Lake Erie & Western pf	49¾	47¼	75¾
Lake Shore	117¾	113	135
Long Island	34	34	69
Louisville & Nashville	55¾	52	69
Louisville, N. A. & Chicago	11¾	9¾	25½
Louisville, St. Louis & Texas	5¾	4	22¾
Manhattan Consolidated	113¾	106½	130
Michigan Central	83½	79½	109
Minneapolis & St. Louis	8¾	8¾	..
Minneapolis & St. L. pf., t. r.	20¾	19¾	42¼
Missouri Pacific	29¾	26¼	61¼
Missouri, Kansas & Texas	10¾	9¾	15¾
Missouri, Kansas & Texas pf.	16	14¾	27½
Morris & Essex	128	128	..
Nashville, C. & St. Louis	88	88	..
National Cordage, 1st as. paid	8¼	7	..
National Cordage, 2d as. paid	15	13	..
Nat. Cordage pf., 1st as. paid	22	22	..
*National Lead	25½	24¼	44½
*National Lead pf	63	61	97½
National Linseed Oil	18¼	15¼	33
New-Jersey Central	98¼	92¾	135
New-York Central	100	97½	112¼
New-York & New-England	20¾	18¼	33¾
New-York & Northern pf	9¾	9	20¾
New-York, C. & St. Louis	11¾	11	17½
New-York, Lack. & Western	99¼	99¼	147
New-York, Lake Erie & W	12¾	11¾	27¼
New-York, Lake Erie & W. pf	66	66	85
New-York, Sus. & Western	10¾	10	15¾
New-York, S. & W. pf., new	38¾	37	42¾
Norfolk & Western	6	6	11½
Norfolk & Western pf	29¾	29¾	42¾
North American	4¾	3¾	13¾
Northern Pacific	5¾	3⅞	20¾
Northern Pacific pf	20¾	18	56
Ohio & Mississippi	14¾	14¾	..
Ontario & Western	18¾	12¾	19¼
Oregon Railway & Nav	34	32	77¾
Pacific Mail	11	9¾	33
Peoria, Decatur & Evans	7¾	6½	18¼
Philadelphia & Reading	15¾	13¾	57¾
Pittsburg, C. C. & St. L	12¾	12¾	22¾
Pittsburg, C., C. & St. L. pf	42	42	63
Pullman Palace Car	146½	142¾	198
Rensselaer & Saratoga	160	160	..
Rich. & W. Pt. 2d as. paid	1¾	1¾	..
Richmond & West Point pf. t.r.	11¾	10	..
Rome, Watertown & Ogdens.	101	100	112½
St. Louis Southwestern pf	7¾	7	18¾
St. Paul & Duluth pf	90	90	..
St. Paul & Omaha	29¼	27¾	69¾
St. Paul & Omaha pf	99	94	121¼
Southern Pacific	19¾	18¾	36¾
Tennessee Coal & Iron	13	11½	85¾
Texas Pacific	5¾	5	11¾
Toledo, Ann Arbor & N. M	7¾	7	28
Union Pacific	19¾	17¾	39½
Union Pacific, Den. & Gulf	5	5	19
United States Rubber	20¾	18¾	..
United States Rubber pf	57	56	..
Wabash	7	6	..
Wabash pf	14¾	13¾	25¾
Wells-Fargo Express	125	125	..
Western Union Telegraph	74½	70	97¾
Wheeling & Lake Erie	12¾	10	28¾
Wheeling & Lake Erie pf	41	37¾	70¼
Wisconsin Central	5	4¾	17

*Unlisted.

THE BANK STATEMENT.

The weekly statement of the New-York City Associated Banks, issued on Saturday, showed an increase in reserve of $5,308,125. The banks now hold $6,737,675 less than the legal requirements. The changes in the averages show a decrease in loans of $2,932,800, an increase in specie of $4,578,100, an increase in legal tenders of $774,400, an increase in deposits of $177,500, and an increase in circulation of $1,042,900.

The following is a comparison of the averages of the New-York banks for the last two weeks and for the year:

	Aug. 26, '93.	Aug. 19, '93.	Aug. 27, '92.
Loans	$403,607,400	$406,540,700	$490,667,700
Specie	62,930,900	58,352,800	81,769,300
Legal tenders	22,951,400	22,177,000	57,388,900
Deposits	370,479,900	370,302,400	517,081,300
Circulation	8,780,200	7,738,200	5,354,000

The following shows the relation between the reserve and the liabilities:

	Aug. 26 '93.	Aug. 19, '93.	Aug. 27, '92.
Specie	$62,930,900	$58,352,800	$81,769,300
Legal tenders	22,951,400	22,177,000	57,388,900
Total reserve	$85,882,300	$80,529,800	$139,158,200
Reserve requir'd against deposits	92,619,975	92,575,600	129,270,325
Excess of reserve above legal requirements	*6,737,675	*12,045,800	9,887,875

*Deficit.

The following table shows the surplus reserve on the corresponding date for a series of years:

1892	$9,887,875	1889	$2,066,000
1891	12,767,825	1888	21,003,425
1890	*$36,679	1887	4,855,725

*Deficit.

THE MONEY MARKET.

The money market was quiet. Call loans were made at 2@7 ℘ cent., the average being about 4 ℘ cent.

Time money continued stringent and rates high. Loans were made on a basis of 6 ℘ cent. and commission extending to 5 ℘ cent.

Commercial paper was stagnant. The supply was excellent, but there were no purchasers. Rates were nominally 12@15 ℘ cent.

The Bank of England weekly statement on Thursday showed a decrease in bullion of £437,000, and the percentage of reserve to liabilities was 44.96, against 43.49 in the previous week. The bank's discount rate was advanced to 4 ℘ cent. The Bank of France showed a decrease of 8,225,000f. in gold and an increase of 800,000f. in silver.

The New-York Clearing House has now outstanding $38,180,000 in loan certificates. The Boston Clearing House has outstanding $11,040,000.

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market has tended downward. Posted rates for sterling were reduced to $4.82 for 60-day bills and $4.87 for demand. Actual business was done on Saturday at $4.81⅞@$4.82 for 60-day bills, $4.86¼@$4.86½ for demand, $4.87¼@$4.87½ for cable transfers, and $4.80@$4.80½ for commercial.

Continental exchange was also irregular. The final quotations were: Francs, 5.23¾ for long and 5.21¼ for short, reichsmarks at 94 and 95⅛, and guilders at 40⅛ and 40⅜.

Domestic exchange on this city was quoted as follows: At Savannah—Buying, ½ discount; selling, par. Charleston—Buying, ⅛@¼ discount; selling, par. New-Orleans—Commercial, $1 discount; bank, par. Chicago—$5 discount. Boston—85c@$1 premium for cash and $1 for check. Philadelphia—½@1 per cent. San Francisco—Sight, par; telegraph, 10. St. Louis—$3.50 discount.

SILVER STATISTICS.

Silver bullion certificates were not dealt in during the week and no quotation was made.

Bar silver sold at 73c. ℘ ounce, and Mexican dollars at 58½c.

In London bar silver sold at 34d. ℘ ounce.

The Mercantile Safe Deposit Company reports on hand 161,053 ounces of silver; certificates outstanding, 160.

CHANGES IN STOCKS.

ADVANCED.

Am. Cotton Oil	1	Long Island	2
American Sugar Ref.	5	Manhattan	4⅜
American Sugar R. pf.	4	Michigan Central	3½
American Tel. & Cable	4	Morris & Essex	2
American Tobacco	2	National Lead	2
American Tobacco pf.	1	National Lead pf	2
Canada Southern	3	New-Jersey Central	9
Central Pacific	1⅝	New-York Central	1
Ches. & Ohio	1¾	N. Y. & New-England	2
Chicago Gas	2¾	N. Y., L. E. & W.	1
Chicago & Alton	4	N. Y., sus. & West.	1
Chi. & N. W.	3¾	Northern Pacific	1⅜
Chi., Bur. & Quincy	2⅜	Northern Pacific pf	2⅜
C., C., C. & St. Louis	3	Ohio & Miss.	2½
Chi., Mil. & St. P.	3	Pullman Car	6¾
Chi., R. I. & Pac.	2¼	R., W. & O.	1⅝
Col. Fuel & Iron	1¾	St. Paul & Omaha	2
Col., H. V. & Tol.	1	Southern Pacific	1¾
Consolidated Gas	3	Tenn. Coal & Iron	2¾
Delaware & Hudson	3⅝	Union Pacific	2¾
Dist. & Cattle Feed	1⅞	U. S. Express	1¾
Evansville & T. H.	7	U. S. Rubber	2¾
General Electric	1⅛	U. S. Rubber pf	1
Lac. de Gas pf	5	Wabash pf	1
Lake Erie & West. pf.	2	Western Union	1⅛
Lake Shore	4¼		

DECLINED.

Adams Express	3	N. Y. & Northern pf.	3
Edison Electric Ill.	7	Oregon R. & Nav.	1
Nat. Cord. 1st as. pd.	2	Peoria & Eastern	1⅛
Nat. Cord., pf., 1st as. pd.	3	St. P. & Duluth pf.	6
Nat. Linseed Oil	1¼	Wells-Fargo Express	5
		Wheeling & L. E. pf.	1¼

CHANGES IN BONDS.

ADVANCED.

At., T. & S. Fé 4s	5¼	N. Y., Ont. & W. 5s	3½
At., T. & S. Fé 2d. A.	4	Northern Pac. con. 5s	1⅜
C. & O. gen. 4½s	1¼	Northwest. con.	2¾
C. & O. con. 5s	2½	Oregon Imp. con. 5s	2¾
C. & O. 1st, R. & A. con. 2-3s	1	Reading 1st pf. inc.	3¾
Chi. Gaslight & C. 1st	3½	Reading 2d pf. inc.	2¾
Den. & R. G. 4s	1½	Reading gen.	3¼
E. L. & B. S. 5s	1	R. & W. P. Gt. r.	5
Erie 2d con.	2¾	R. & W. P. 5s, t. r.	3
Kansas & Texas 4s	3¾	St. L. & S. F. con. 4s	2
M., L. S. & W. ext. 5s	1	St. Louis S. W. 1st	1
N., O. & Te. 1st	1	St. P. & Om. con.	1
N. Y. Cent. deb. 5s	1¼	Texas & Pacific 1st	1
N. Y. Cent. 1st, c.	3	West Union col. tr. 5s	2
N. Y., O. & W. ref. 4½s	2½	West Shore 4s	1

DECLINED.

Bur., C. R. & N. 1st	2½	N. Pac. & Mon. 1st	10
C., B. & Q. 1st, Neb. 4s	1	Oregon Imp. 1st	3
E. Tenn. & Ga. 5s	3	Pac. & Atl. 1st	2
Ed. Elec. Ill. 1st	4	Pittsburg & West. 1st	3
Erie 1st con.	1	San. A. & A. P. 4s	4
Ft. W. & D. C. 1st	8½	Col., S. L. & C. C. 1st	1½
Ill. Cent. 4s	3	Union Pac. 1st	1
M., L. S. & W. 1st, Mich.	2	U. P. col. t. r. notes	2½
Mo. Pac. 1st 4s	1⅜	Wabash 2d	1
Northern Pac. 2d, c.	3	Wis. Central 1st	1
Northern Pac. 3d, c.	3		

BULLION HOLDINGS IN EUROPE.

The following indicates the amount of bullion in the principal European banks last week and the corresponding date last year. The figures are received weekly by cable by the *Commercial and Financial Chronicle*:

BANK OF ENGLAND.

	Gold.	Silver.
Aug. 24, 1893	£24,818,437	.....
Aug. 25, 1892	27,605,760	.....

BANK OF FRANCE.

Aug. 24, 1893	£68,112,102	£50,992,556
Aug. 25, 1892	66,873,392	51,907,240

BANK OF GERMANY.

Aug. 24, 1893	£30,288,000	£10,096,000
Aug. 25, 1892	30,342,240	12,280,750

AUSTRIA-HUNGARY.

Aug. 24, 1893	£10,704,000	£16,360,000
Aug. 25, 1892	7,067,000	16,502,000

NETHERLANDS.

Aug. 24, 1893	£2,468,000	£6,968,000
Aug. 25, 1892	3,164,000	7,377,000

BELGIUM.

Aug. 24, 1893	£2,709,333	£1,354,667
Aug. 25, 1892	2,951,333	1,475,667

SPAIN.

Aug. 24, 1893	£7,916,000	£6,364,000
Aug. 25, 1892	7,596,000	6,018,000
Total last week	£147,015,872	£92,135,223
Correspond'g week '92	152,100,225	94,910,863
W'k ending Aug. 17, '93	148,053,065	92,084,243
Correspond'g week '92	151,609,664	94,861,493

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the port of New-York for the week ending Friday last and since the beginning of the year, compared with the returns of the corresponding periods of last year:

Imports of Dry Goods and General Merchandise.

Week ending last Tuesday	$8,541,635
Corresponding week last year	9,306,590
Since Jan. 1, 1893	403,913,940
Corresponding period last year	376,171,745

Exports of Domestic Produce.

Week ending last Tuesday	$7,896,014
Corresponding week last year	6,964,279
Since Jan. 1, 1893	282,864,352
Corresponding period last year	253,910,459

Imports of Specie.

Week ending last Saturday	$8,034,750
Corresponding week last year	11,823
Since Jan. 1, 1893	46,831,419
Corresponding period last year	7,769,690

Exports of Specie.

Week ending last Saturday	$759,124
Corresponding week last year	2,262,875
Since Jan. 1, 1893	89,551,182
Corresponding period last year	69,584,635

CLEARING HOUSE COMPARISONS.

The following were the Clearing House returns, with comparisons:

Clearings for the week ending Aug. 26.	$364,324,313
Balance for the week ending Aug. 26.	21,347,104
Clearings for the week ending Aug. 19.	414,117,541
Balance for the week ending Aug. 19.	23,861,151
Clearings for the week ending Aug. 12.	448,327,437
Balance for the week ending Aug. 12.	23,098,883
Clearings for the week ending Aug. 5.	550,086,119
Balance for the week ending Aug. 5.	25,887,094
Clearings for the week ending July 29.	543,589,578
Balance for the week ending July 29.	27,357,078
Clearings for the week ending July 22.	549,795,559
Balance for the week ending July 22.	26,092,199

PROVIDENCE STOCKS.

PROVIDENCE, Aug. 26.—There is practically no change to report in the condition of our local money market, except that here, as elsewhere, the currency situation is somewhat easier. In the main things are quiet and there is no actual distress, the necessities of regular customers being provided for by their several banks. Seven ℘ cent. remained the minimum rate on these accommodations, and such renewals as are made of outside loans are only at high rates.

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In the market for our local securities the activity of the previous week has been succeeded by a period of absolute stagnation, not a single transaction being reported by the Providence Stock Exchange.

Bid prices are for the most part well sustained, except Third National Bank, which has declined from a sale at 80 to 75 bid, and Pawtuxet Valley Railroad, which is 140, against 150 bid a week ago. Providence Telephone, on the other hand, scarce and advanced to 94 bid.

Messrs. Spencer Trask & Co., 10 Wall Street, New-York, report official quotations as follows:

BANKS.

	Bid.	Asked.		Bid.	Asked.
American	41½	44	Mechanics'	52	..
Atlantic	..	44	National Ex.	98	..
Bost. Canal	23¾	25	Nat. N. Am.	45	46½
City	64	71	Nat. Com.	51	56
Commercial	41	43	Old	110	..
Eagle	50	57	Phenix	70	75
Fifth	50½	55	Rhode Island	24½	28
First	118	..	Shoe & Lea.	70	76
Fourth	120	..	Second	133	140
Globe	78	85	Third	75	..
High Street	60	..	Traders'	40	..
Jackson	27	..	Westminster	61	..
Lime Rock	30	..	Weybosset	51	..
Merchants'	64	..			

PAWTUCKET BANKS.

First	158	Slater	152
Pacific	70		

TRUST COMPANIES.

Industrial	118	B. of A. L. & T.	50
Mercantile	80		

RAILROADS.

N. Y., N. H. & H.	205	Prov. & Sp'g'f'd	102 111
N. Y., N. H. & H. deb. ctfs.	70	Paw. Valley	140 ..
		Prov. & Wor.	.. 250

MANUFACTURING COMPANIES.

Am. Screw	249	Nichols'n File	50
Am. Supply	..	P. Hair Cl'h	..
Ar'g'n & Sims	51	Heaton But.	..

INSURANCE.

Equitable	35	Prov. Wash.	30
Merchants'	37		

GAS AND ELECTRIC.

Narra. Elec.	74¾	Prov. Tel.	94
Prov. Gas	75	Woon. Elec.	..
Pawt. Gas	..		

MISCELLANEOUS.

P. & Ston. S. S.	..	R. I. S. D.	100

AFFAIRS IN PITTSBURG.

(Reported by Messrs. Dick Brothers & Lawrence, 30 Broad St., N. Y.)

PITTSBURG, Aug. 26.—The local financial situation is improved, at least to the extent that the people are more hopeful, and funds are accessible where they could not be reached a week ago.

Local securities are practically unchanged and trading was about the lightest of the year. In the high-class securities, Westinghouse Air Brake is up in the bid 1¼ from the lowest sales. Birmingham Traction is down ½ from last week to 15¾, and Citizens' Traction is off about the same. Philadelphia ranged all week at 18½ to 18⅜ and now sells at 18⅝. This stock is the only one at all active.

ON THE LONDON EXCHANGE.

LONDON, Aug. 27.—In sympathy with the rise of the bank rate, discount has gone up to 4½ for ninety days and 3¾ for thirty days. The Stock Exchange was exceedingly quiet last week, even for August. The movement in most securities was downward, and the best investments were affected. Italian securities went down rapidly in view of the complications caused by the Aigues-Mortes affair.

Most of the changes in American securities were in favor of the holders on the strength of the improvement of the business situation in the United States. Atchison, Topeka and Santa Fé mortgage bonds rose 3, Northern Pacific 2¼, Union Pacific 1¾, Wabash general mortgage bonds 1¾, Wabash preference ½, New-York Central 1⅛, Central Pacific share 1½, Lake Shore 1½, Grand Trunk second preference 1½, Grand Trunk consols 1¼, Grand Trunk third preference 1, Norfolk and Western ordinary ½, Ohio and Mississippi ordinary ½, Denver and Rio Grande common fell ½, Denver and Rio Grande preferred ½.

STATISTICS OF WHEAT.

Hungarian Report of This Year's Product the World Over.

BUDA-PESTH, Aug. 27.—The annual report of the Hungarian Minister of Agriculture has appeared. Its estimate of the world's production of wheat this year is 2,279,000,000 bushels against the official average of 2,280,000,000 annually for the last ten years. According to the report the deficits to be filled by the importing countries will require 379,000,000 bushels.

The surplus available in exporting countries to satisfy this demand is 378,664,000 bushels. The world's product of rye is given as 485,000,000 hectolitres.

The production of wheat and the deficit or amount needed above the domestic supply in each importing country is given as follows:

Country.	Product in Bushels.	Deficit.
Great Britain	58,750,000	184,427,000
France	288,704,000	46,818,000
Germany	90,795,000	25,837,000
Italy	122,312,000	23,217,000
Netherlands	6,384,000	8,512,000
Switzerland	4,539,000	12,768,000
Belgium	15,606,000	24,118,000
Denmark	4,256,000	3,688,000
Norway and Sweden	4,823,000	2,270,000
Spain	76,612,000	8,512,000
Portugal	5,675,000	5,675,000
Greece	11,256,000	7,377,000
Austria	45,400,000	39,725,000

The production and surplus in each exporting country are given thus:

Country.	Product in Bushels.	Surplus.
Russia	343,969,000	97,893,000
Hungary	141,870,000	45,400,000
Roumania	46,818,000	34,050,000
Turkey	28,375,000	5,675,000
Bulgaria	31,177,000	12,792,000
Servia	8,512,000	3,405,000
United States	397,250,000	69,618,000
Canada	43,980,000	9,931,000
India	227,483,000	42,562,000
Rest of Asia	65,262,000	7,093,000
Africa	36,716,000	3,688,000
Australia	39,726,000	19,295,000
Argentina	56,750,000	26,105,000
Chile, &c.	19,862,000	6,526,000

Died from an Overdose of Morphine.

ST. LOUIS, Mo., Aug. 27.—When John N. Wilson, a mine owner and politician of Carthage, this State, retired to his room at the Moser Hotel at 11 o'clock Friday night, he was in good spirits and bade his friends good-night cheerfully. Last night at 5 o'clock he died in the city dispensary from an overdose of morphine. On examining his clothing, a box containing fifteen morphine pills was found.

It is not known that he was addicted to the morphine habit. His friends declare there was no cause for his taking his own life, and say he must have taken the pills for some ailment and took an overdose.

Contract for Mexican Railroad.

CITY OF MEXICO, Aug. 27.—A contract has been signed by the Minister of Communications and Luis Mendez for the construction of a railroad from the City of Mexico to the port of Tecuanapa on the Pacific coast. The proposed line will pass through the States of Guerrerro, Puebla, and Oaxaca. The concession carries with it the right to build a number of branch roads. It is said that there is plenty of capital behind this project and that construction will begin soon.

Mr. McLeod Cuts Wages.

BOSTON, Aug. 27.—An order has been issued by President McLeod to all employes of the New-York and New-England Railroad announcing that, owing to the unusual financial conditions, the management has decided to make a reduction of 10 per cent in the wages of its officers, agents, and employes, beginning Sept. 1. Only employes receiving less than $30 a month are exempted from the reduction.

THE HAVANA MARKET.

HAVANA, Aug. 26.—Sugar dull; stock scarce; molasses sugar, regular to good polarization, $2.75@$2.87½ gold, ℘ quintal; centrifugal, 92° to 96° polarization, $3.75@$3.87½; stock at six ports on the 22d inst., 159,094 tons; exports from the 15th to the 22d, 796 tons. Bacon, $16, gold, ℘ cwt. Superior American butter, $23, gold, ℘ quintal. American flour, $5.50, gold, ℘ bbl. Jerked beef, $9.50, gold, ℘ quintal. American sugar-cured hams, $17, gold, ℘ quintal for Northern and $20 for Southern. Lard, in kegs, in gold, ℘ quintal; in tins, $13.50, gold. American potatoes, $4.25, gold, ℘ bbl. White navy beans, $6.75, gold, ℘ quintal. Chewing tobacco, $22, gold, ℘ quintal. Freights dull. Exchange nominal.

PITTSBURG MARKET.

PITTSBURG, Penn., Aug. 27.—National Transit certificates opened at 57¼; closed at 57⅜; highest, 57¼; lowest, 57¼.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

Sun rises	5 23	Sun sets	6 39
Moon rises	7 29		

HIGH WATER TO-DAY.

Sandy H'k	8 06	Gov. Isl.	8 26
Hell Gate	10 19		
Sandy H'k	8 36	Gov. Isl.	8 46
Hell Gate	10 50		

LOW WATER TO-DAY.

Sandy H'k	1 57	Gov. Isl.	2 31
Hell Gate	3 59		
Sandy H'k	2 18	Gov. Isl.	2 48
Hell Gate	4 14		

Outgoing Steamships.

TUESDAY, AUG. 29.

	Mails Close.	Vessels Sail.
Algonquin, Charleston	.....	3:00 P M
Cherokee, Charleston	.....	3:00 P M
Havel, Bremen	6:00 A M	9:00 A M
Tallahassee, Savannah	.....	3:00 P M

WEDNESDAY, AUG. 30.

Ailsa, Gonaives	11:00 A M	1:00 P M
City of Para, Colon	10:00 A M	12:00 M
George W. Clyde, San Domingo	1:00 P M	3:00 P M
Habana, Havana	9:30 A M	11:35 A M
New-York, Southampton	3:30 A M	7:00 A M
Mohawk, London	.....	.....
Noordland, Antwerp	5:30 A M	7:30 A M
Seneca, Havana	1:00 P M	3:00 P M
Teutonic, Liverpool	5:00 A M	8:30 A M
Trave, Bremen	6:00 A M	9:00 A M
Zaandam, Rotterdam	1:00 P M	3:00 P M

THURSDAY, AUG. 31.

Columbia, Southampton	6:00 A M	9:00 A M
Niagara, Nassau	1:00 P M	3:00 P M
Orinoco, Bermuda	1:00 P M	3:00 P M
Rotterdam, Rotterdam	6:30 A M	8:30 A M
State of Nebraska, Glasgow	.....	2:00 P M

FRIDAY, SEPT. 1.

Andes, Gonaives	11:00 A M	1:00 P M
Coleridge, Pernambuco	10:30 A M	1:30 P M

Incoming Steamships.

DUE TO-DAY, (MONDAY,) AUG. 28.—Alaska, Liverpool, Aug. 19; Anchoria, Glasgow, Aug. 17; Andes, Port Limon, Aug. 19; Bermuda, St. Croix, Aug. 22; Dresden, Bremen, Aug. 17; Elbe, Bremen, Aug. 19; Orizaba, Havana, Aug. 24; Runic, Liverpool, Aug. 18; Scandia, Hamburg, Aug. 12; Spaarndam, Rotterdam, Aug. 16.

TUESDAY, AUG. 29.—Caracas, La Guayra, Aug. 23; Croma, Shields, Aug. 15.

WEDNESDAY, AUG. 30.—City of Alexandria, Havana, Aug. 26; Mariposa, Liverpool, Aug. 19; Moravia, Hamburg, Aug. 16; Waesland, Antwerp, Aug. 19.

THURSDAY, AUG. 31.—Aller, Bremen, Aug. 22; Didam, Rotterdam, Aug. 19; Peruvian, Glasgow, Aug. 18; ss. Ronaan, Liverpool, Aug. 19.

FRIDAY, SEPT. 1.—Augusta Victoria, Hamburg, Aug. 24; City of Rome, Glasgow, Aug. 24; Gallia, Liverpool, Aug. 22; Germanic, Liverpool, Aug. 23; Hekla, Christiansand, Aug. 18.

Arrived—New-York, Sunday, Aug 27.

SS Essen, (Ger.,) Bruhn, Hamburg Aug. 11, with mdse and passengers to H. J. Cortis. Arrived at the Bar at noon.

SS La Bourgogne, (Fr.,) Lebeuf, Havre Aug. 19, with mdse and passengers to A. Forget. Arrived at the Bar at 12 25 P M.

SS Colenmoren, (Br.,) McNabb, Iggesund Aug. 6, with steel blooms to Drexel, Morgan & Co.—vessel to Simpson, Spence & Young. Arrived at the Bar at noon.

SS City of Columbia, Jenney, West Point, Va., with mdse and passengers to Old Dominion Steamship Company.

SS Manhattan, Bragg, Portland, with mdse and passengers to Horatio Hall.

SS Herman Winter, Nickerson, Boston, with mdse to H. F. Dimock.

SS Roanoke, Hulphers, Newport News and Norfolk, with mdse and passengers to Old Dominion Steamship Company.

SS Raleigh, Sears, Doboy, with lumber to South Brooklyn Sawmill Co.

SS Britannic, (Br.,) Heppell, Shields Aug. 12, in ballast to J. H. Winchester & Co. Arrived at the Bar at 4 30 P M.

SS Goldsboro, Pennington, Philadelphia, with mdse to W. P. Clyde & Co.

SS La Flandre, (Dutch,) Schmuck, Antwerp Aug. 11, in ballast to C. F. Randerbrock. Arrived at the Bar at midnight 26th.

SS Orinoco, (Br.,) Garvin, Bermuda, Aug. 24, with mdse and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 5 A M.

SS Anchoria, (Br.,) Campbell, Glasgow and Moville Aug. 17, with mdse and passengers to Henderson Brothers. Arrived at the Bar at 7 17 P M.

SS Wyanoke,

IN THE REAL ESTATE FIELD.

Investment Properties for Sale To-day Under Foreclosure.

In a normal condition of the real-estate market the offerings in the auction room to-day would be sure to attract widespread attention. They include seven tenement and apartment houses, some of them with stores, and all fairly well situated. All the sales are under foreclosure proceedings and will be held at the New-York Real Estate Salesroom, 111 Broadway, at noon. Details are as follows:

Monday, Aug. 28.

By Peter F. Meyer, foreclosure sale, Eugene H. Pomeroy, referee, 165 West One Hundred and Thirty-third Street, north side, 125 feet east of Seventh Avenue, 25 by 99.11, five-story brick double flat. Due on judgment, $2,325.36; on prior mortgages, $21,000.

By D. Phœnix Ingraham & Co., foreclosure sale, Thomas B. Odell, referee, northeast corner of Walton Avenue and One Hundred and Forty-ninth Street, 71.91 on avenue by 43 on street by 86.84 by 54.82, four-story brick tenement, with stores. Due on judgment, $1,351.80.

By Smyth & Ryan, foreclosure sales, Forbes J. Hennessy, referee, 252, 254, 256, and 258 West Eighty-fifth Street, south side, 100 feet east of West End Avenue, 80 by 102.2, four five-story brick apartments. Due on judgment, $10,439.

By John T. Boyd, foreclosure sale, Adrian T. Kiernan, referee, 956 Second Avenue, east side, 60.5 feet south of East Fifty-first Street, 20 by 70, four-story brownstone tenement. Due on judgment, $6,433.95.

City Real Estate for Sale.

AUCTIONEER. AGENT.
Geo. R. Read,
REAL ESTATE,
9 PINE ST., ASTOR BUILDING.
BROKER. APPRAISER.

REAL ESTATE FOR SALE.
A Fifth Avenue house very cheap; two blocks from Mr. Havemeyer's $285,000 purchase, four blocks from Mr. Belmont's $275,000; cash required, only $34,000; overlooking Central Park. TRUE & WATSON, 6 Wall St., New-York City, N. Y.

PRIVATE STABLES ON PARK AV., 50TH and 51st Sts.; six elegantly finished private stables for rent or sale; immediate possession. CH. VOLZING & SON, Agents, 57th St. and 3d Av.

Country Real Estate for Sale.

ON THE HUDSON, NEAR NEWBURG, FOR September, high grounds, grand river views, home-like place. JOHN H. SILLICK, Newburg, N. Y.

Summer Resorts.

NEW-JERSEY.

HOTEL NETHERWOOD,
NETHERWOOD, N. J.
OPEN INTO OCTOBER.
Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK E. MILLER.

NEW-YORK.

Richfield Springs, N. Y.
HOTEL EARLINGTON
WILL REMAIN OPEN UNTIL SEPT. 25. APPLY DIRECT, OR TO HOTEL BRISTOL, 5TH AV. AND 42D ST., NEW-YORK CITY.
E. M. EARLE, Proprietor.

MANHANSET
House and Cottages, Shelter Island, L. I., N. Y. Greatly enlarged and improved; beautiful new music hall; electric lights; elevator; suites with baths; healthfully located amid beautiful scenery, drives, and groves; yachting, bathing, fishing, dancing, &c. Open until Sept. 15. Easily accessible by new fast trains on Long Island Railroad and new steamers Montauk and Shelter Island. Send for terms and illustrated pamphlet to H. D. W. LAWSON, formerly of Murray Hill Hotel, Manager, Manhanset House, Suffolk County, N. Y.

HOTEL CASTLETON,
Brighton Heights, New-Brighton, S. I.
Just the spot. Airy and delightful; only 25 minutes from Lower Broadway by prompt and frequent boat service; hotel stage in waiting.
JAS. H. RODGERS, Proprietor.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

PENNSYLVANIA.

THE WISCASSET, MOUNT POCONO Penn.—Engagements can now be made for September; house heated throughout by steam; reference required. I. IVISON, Manager.

Travelers' Guide—Shipping.

CUNARD LINE.
TO LIVERPOOL, VIA QUEENSTOWN.
Campania, Sept. 2, 10 A. M. | Etruria, Sept. 23, 4 A. M.
Umbria, Sept. 9, 4 A. M. | Campania, Sep 30, 8½ AM
Lucania, Sept. 16, 9 A. M. | Servia, Oct. 3, 11 A. M.
Aurania, Sept. 19, noon. | Umbria, Oct. 7, 4 A. M.
EXTRA STEAMER.
Gallia, Sept. 5, 1 P. M.
From Pier 40 North River, foot of Clarkson St.
Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at Company's offices, 4 Bowling Green.
VERNON H. BROWN & CO., General Agents.

ANCHOR LINE.
UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot of West 24th St.
S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M.
Saloon, $50 and upward. Second cabin, $30.
Anchoria, Sept. 2, 10 A. M. | Furnessia, Sept. 23, 3 P. M.
Circassia, Sept. 16, 10 A. M. | Ethiopia, Sept. 30, 9 A. M.
Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

WHITE STAR LINE.
*Teutonic, Au. 30, 8:30 A. M. | *Teutonic, Sept. 27, 7½ AM
Germanic, Sept. 6, 2 P. M. | Germanic, Oct. 4, noon.
*Majestic, Sept. 13, 8 A. M. | *Majestic, Oct. 11, 7:30 AM
Britannic, Sept. 20, 12½ PM | Britannic, Oct. 18, 11 A. M.
From White Star Dock, foot of 10th St.
Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.
H. MAITLAND KERSEY, Agent.

ROYAL MAIL TO THE NETHERLANDS.
From pier foot of 5th St., Hoboken.
S. S. ROTTERDAM, Thursday, Aug. 31, 8:30 A. M.
S. S. SPAARNDAM, Saturday, Sept. 2, 9:30 A. M.
Steamers call both ways at Boulogne-sur-Mer, France. First cabin, $55 and upward; second cabin, $38; steerage at lowest rates. Apply for guide and terms to General Pass. Agency, 39 Broadway, N. Y.

COMPAGNIE GENERALE TRANSATLANTIQUE.
FRENCH LINE TO HAVRE every Saturday.
LA BOURGOGNE, Lebœuf... Sat., Sept. 2, 9 A. M.
LA CHAMPAGNE, Laurent.. Sat., Sept. 9, 4 A. M.
LA GASCOGNE, Santelli.... Sat., Sept. 16, 8 A. M.
A. FORGET, General Agent, No. 3 Bowling Green.

CANADIAN PACIFIC RAILWAY.
New-York to Seattle, Tacoma, &c.—First class, $48.00; second class, $37.00.
New-York to San Francisco—First class, $45.00; second class, $39.00.
New-York to St. Paul via Montreal—First class, $25.00; second class, $24.00.
E. V. SKINNER, 353 Broadway, N. Y.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.
S. S. City of Augusta...... Thursday, Aug. 24, 3 P. M.
S. S. City of Birmingham. Saturday, Aug. 26, 3 P. M.
S. S. Tallahassee............ Tuesday, Aug. 29, 3 P. M.
Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to
J. D. HASHAGEN, E. Agt. | W. H. RHETT, Gen'l Agt.
S. F. & W. R'y, 261 B'way. | Central R. R., 317 B'way.
R. L. WALKER, Agent Ocean Steamship Co.
G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE.
CHARLESTON, S. C., the South and Southwest. JACKSONVILLE and all Florida points.
From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.
YEMASSEE............... Saturday, Aug. 26, 12 noon
CHEROKEE............... Tuesday, Aug. 29, 3 P. M.
ALGONQUIN............... Friday, Sept. 1, 3 P. M.
All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.
FLA. CENT. & PEN. FAST F. & P. LINE via JACKS.
BRT. SO. FRT. & PASS'R LINE via CHARLESTON.
T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

Maine Steamship Company
The only direct line to Cottage City, Mass., and Portland, Me., connecting at Portland with all railroad and steamship lines for Bar Harbor, Old Orchard, Poland Springs, White Mountains, and all Eastern Summer resorts. Steamers sail every Monday, Wednesday, and Saturday at 5 P. M. from Pier 38 East River, foot of Market St., New-York. For information apply to HORATIO HALL, Agent, at the pier.

OLD DOMINION LINE.
Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway.
W. L. GUILLAUDEU, Traffic Manager.

NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON.
NEW-YORK, SOUTHAMPTON, BREMEN.
FAST EXPRESS STEAMERS.
I. cabin, $70 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.
Havel, Tu., Aug. 29, 9 A. M. | Spree, Tues., Sept. 12, noon
Trave, Wed., Aug. 30, 9 A M | Kaiser, Sat., Sept. 16, noon
Elbe, Sat., Sept. 2, 10 P. M. | Lahn, Tues., Sept. 19, noon
Aller, Tues., Sept. 5, 6 A. M. | Ems, Sat., Sept. 23, 7 A. M.
Saale, Sat., Sept. 9, 9 A. M. | Havel, Tu., Sept. 26, 9 A. M.
MEDITERRANEAN LINE.
New-York to Genoa less than eleven days.
Werra, Sept. 9 | Kaiser, Oct. 21 | Fulda, Dec. 9
Kaiser, Sept. 16 | Fulda, Nov. 4 | Werra, Dec. 30
Fulda, Sept. 23 | Werra, Nov. 18 | Kaiser, Jan. 6
Werra, Oct. 4 | Kaiser, Nov. 25 | Spree, Jan. 16
Passage, $100, $125, or $150 a berth, first cabin.
OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN
PACKET COMPANY.
FAST LINE TO LONDON.
NEW-YORK, SOUTHAMPTON, HAMBURG.
Twin-screw express steamers.
Columbia, Aug. 31, 9 A. M. | F. Bismarck, Sep. 21, 2 P. M
A. Victoria, Sept. 7, 3 P. M. | Columbia, S. 28, 7:30 A. M.
Normannia, S. 14, 8:30 A M | A. Victoria, Oct. 5, 1:30 P. M
First cabin, $75 and upward; second cabin, $50.
HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

AMERICAN LINE.
NEW-YORK. SOUTHAMPTON. LONDON.
New-York, Aug. 30, 7 A. M. | Berlin, Sept. 16, 10 A. M.
Paris, Sept. 6, 2 P. M. | New-York, Sept. 20, 1 P. M.
From Pier 43 N. R., foot of Christopher St.
Shortest and most convenient route to London.
Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender.
First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY, 6 Bowling Green, New-York.

GUION LINE.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier B, foot of Grand St., Jersey City.
ALASKA.................. Saturday, Sept. 2, 10:30 A. M.
ARIZONA................ Saturday, Sept. 16, 10 A. M.
ALASKA.................. Saturday, Sept. 30, 9 A. M.
Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO., Telephone, 3,095 Cortlandt. 35 Broadway.

Travelers' Guide—Steamboats.

FALL RIVER LINE.
FOR BOSTON, NEWPORT, Providence, Cottage City, Nantucket, and all Eastern Points.
DOUBLE SUMMER SERVICE. The Puritan, Pilgrim, Plymouth, and Providence in commission together. Two boats each way daily. A fine orchestra on each steamer.
Leave New-York from Pier 28 North River (old No.) week days at 5:30 and 6:15 P. M. Sundays, 5:30 P. M. only. Pullman vestibuled trains leave Fall River at 5:30 and 7:40 A. M., due Boston 6:50 and 9:00 A. M.
Connecting Annex boat leaves Brooklyn week days and Sundays at 5:00 P. M., Jersey City 4:00 P. M.

PROVIDENCE LINE.
FOR BOSTON, WORCESTER, PROVIDENCE, ALL POINTS EAST, AND THE WHITE MTS.
Steamers Connecticut and Massachusetts leave Pier 29 (old No.) N. R., foot of Warren St., at 5:30 P. M., daily, except Sunday; connecting trains leave wharf 6 A. M., due Boston 7:15 A. M., and 6:10 A. M., due Worcester 8 A. M. (Sunday train to Worcester from Union Station at 8:30 A. M. only.) Through Parlor Cars to White Mountains leave wharf except Sunday 7:15 A. M., due Fabyans 4:30 P. M.
AN ORCHESTRA ON EACH STEAMER.

STONINGTON LINE.
INSIDE ROUTE TO BOSTON, PROVIDENCE, WORCESTER AND ALL EASTERN POINTS. Only direct Sound route to NARRAGANSETT PIER AND WATCH HILL. New steel steamers MAINE AND NEW-HAMPSHIRE leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, including Sunday.

NORWICH LINE
FOR
BOSTON, WORCESTER,
NEW-LONDON, NORWICH, WATCH HILL, BLOCK ISLAND, AND ALL POINTS EAST.
Leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 5:35 P. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays 10:30 A. M. and 12 mid.) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These magnificent steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

MONTAUK STEAMBOAT COMPANY, LIMITED, new management, improved cuisine, for Orient Point, Orient, Manhanset House, Greenport, Shelter Island Heights, Southold, and Sag Harbor.
Leaves Pier 23 East River, foot of Beekman St., New-York, daily at 6 P. M., except Sundays.
Saturdays, on and after July 1, will leave New-York at 2 P. M.

BRIDGEPORT.—Two boats daily, except Sunday, Pier 35 East River, ft. Catharine St., 11 A. M. and 3 P. M., and from East 31st St. 3:15 P. M. Saturday afternoon boat leaves half an hour earlier. Sundays, 5 P. M., from Pier 35, 5:15 P. M. from 31st St.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

SOUTH NORWALK.—Steamer City of Albany; Beekman St., 2:35 P. M.; Saturdays, 2 P. M.; East 31st St., 3 P. M.; Saturdays, 2:20 P. M.

Hudson River by Daylight.
Day Line Steamers
NEW-YORK or ALBANY.
Daily except Sundays.
Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" " West 22d St. " 9:00 "
for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinebeck, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.
CONNECTIONS:
WEST POINT, NEWBURGH, and POUGHKEEPSIE, with down Day Boat. RHINEBECK and CATSKILL for mountain resorts.
ALBANY, with trains for Niagara Falls and the West, and with special trains to and from Saratoga.
MORNING AND AFTERNOON CONCERTS.

ALBANY BOATS.
PEOPLE'S LINE.
Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M., daily, (Sundays excepted.) Direct connection with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga and Lake George.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

HUDSON RIVER STEAMER MARY POWELL.
(DAILY, EXCEPT SUNDAYS.)
Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45; Do. West 22d St. 3:30 P. M.; Saturdays, 2.
For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily except Saturday, 6 P. M., connecting with Delaware and Hudson and Fitchburg trains. Sunday steamer touches at Albany.

RAMSDELL LINE.—Steamers leave Pier 24 N. R., foot Franklin St., for Cranston's, West Point, Cold Spring, Cornwall, Fishkill Landing, and Newburg, week days 5 P. M., Sundays 9 A. M.

SAUGERTIES LINE STEAMERS FROM foot West 11th St., N. R., for Saugerties and intermediate landings, at 6 P. M. every week day. From July 2 to Sept. 2, inclusive, 1 P. M. Saturdays.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Railroads.

New-York and Boston All Rail.
N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.

Leave.	By way of	Due.
9:02 A. M.,	Springfield and Worcester,	3:30 P. M.
10:00 A. M.,	**New-London & Providence,	3:00 P. M.
10:03 A. M.,	New-London and Providence,	4:30 P. M.
11:00 A. M.,	Springfield and Worcester,	5:30 P. M.
12:00 M.,	†Springfield and Worcester,	5:40 P. M.
12:03 P. M.,	Hartford and N.Y. and N. E.,	6:30 P. M.
1:00 P. M.,	New-London and Providence,	7:30 P. M.
2:00 P. M.,	†New-London and Providence,	7:40 P. M.
3:00 P. M.,	*Willimantic and N. Y. & N. E.,	†8:40 P. M.
4:00 P. M.,	*Springfield and Worcester,	10:00 P. M.
5:00 P. M.,	*New-London & Providence,	11:00 P. M.
11:00 P. M.,	*Springfield and Worcester,	6:15 A. M.
12:00 P. M.,	*New-London & Providence,	7:00 A. M.

*Runs daily, including Sundays.
**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
†Arrival on Sunday twenty minutes later.
‡All parlor cars.
Return service same hours and by same route.
Through parlor or sleeping cars by each train.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

Baltimore & Ohio R. R.
Fast Express Trains to
BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty St.
For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.
For PITTSBURG, 1:30 P. M., 12:15 night.
For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.
For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M. Dining Car.) 1:30, 3:30 P. M., (Dining Car,) 5:00, 6:00 P. M., 12:15 night. All trains run daily.
For Norfolk, Bay Line, 1:30 P. M., except Sunday.
Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York; 344 Fulton St., Brooklyn. STATION FOOT OF LIBERTY ST., C. R. R. of N. J.
New-York Transfer Co. will call for and check baggage from hotel or residence to destination.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL
& HUDSON RIVER R. R.
DIRECT LINE TO NIAGARA FALLS
All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

EMPIRE STATE EXPRESS.
8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.
ADIRONDACK AND MONTREAL SPECIAL.
8:33 A. M.—Except Sundays. For the Saranacs, Loon Lake, and Montreal. Wagner Service.
CHICAGO FAST MAIL.
9:10 A. M.—Daily for Chicago, except Sunday for Richfield Springs. Wagner Service.
SARATOGA AND LAKE GEORGE SPECIAL.
9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.
DAY EXPRESS.
10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.
WORLD'S FAIR SPECIAL.
1:00 P. M.—Daily. Due Chicago 1:45 P. M. next day. Wagner Service.
SOUTHWESTERN LIMITED.
1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis 7:30 P. M. No extra fare.
SATURDAY SARATOGA LIMITED.
1:45 P. M.—Saturday only. Connects at Catskill for principal points in the mountains.
EXPOSITION FLYER, (LIMITED.)
GREAT 20-HOUR TRAIN TO CHICAGO.
FOR THROUGH PASSENGERS ONLY.
3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.
ALBANY, TROY, & SARATOGA SPECIAL.
3:30 P. M.—Except Sunday. Connects for Catskill Mountains. Drawing-room Cars.
NORTH SHORE LIMITED.
4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.
FAST WESTERN EXPRESS.
6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.
NORTHERN EXPRESS.
6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 4:25, Montreal 6:45 A. M.
ADIRONDACK & MONTREAL EXPRESS.
7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.
BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.
7:30 P. M.—Daily. Due Clayton 5:45, Buffalo 7:30, Niagara Falls 8:50 A. M.
LIMITED FAST MAIL.
9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.
CHICAGO NIGHT EXPRESS.
9:15 P. M.—Daily for Chicago and Cape Vincent, (Thousand Islands.) Wagner Service.
PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.
Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.
Fast Berkshire Express, Fridays and Saturdays only, at 2:28 P. M.; arrives Pittsfield 6:15 P. M.
For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.
Above trains, except those leaving at 8:30, 8:33, 9:10, 9:20 A. M., 1:45, 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.
Westcott's Express calls for and checks baggage from hotels and residences through to destination.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

N. Y., ONTARIO & WESTERN R. R.
Excursion Tickets, New-York to Chicago and Return, $28.00.
SPECIAL COACH EXCURSION ON MONDAY, AUG. 28, SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.
Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:
9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.
7:45 P. M. daily, via Niagara Falls. Reclining chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.
8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.
9:45 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.
1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.
3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.
4:30 P. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Middletown, Summitville, Ellenville, and all intermediate points.
7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, and Niagara Falls.
Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.
J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.
Stations in New-York foot of Barclay and Christopher Sts.
SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.
Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.
9:00 A. M.—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 9:45 next morning.
7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.
1:10 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.
4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.
7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.
9:00 P. M. (daily)—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.
WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

ERIE LINES.
Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.:
10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Dining car.
3:00 P. M.—Vestibule Limited. Solid train for Chicago, via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.
6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.
8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.
Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

WORLD'S FAIR.
Select parties leave New-York bi-weekly for Chicago, visiting Washington, Niagara Falls, the St. Lawrence, &c. Vestibule trains, dining cars, best railroads and hotels everywhere. All traveling expenses included.
On Tuesday, Aug. 29, a special select party will leave New-York for an extensive tour to include WASHINGTON, CHICAGO, and the EXPOSITION, COLORADO SPRINGS, MANITOU, PIKE'S PEAK, GARDEN OF THE GODS, SALT LAKE CITY, DENVER, NIAGARA FALLS, Toronto, the St. Lawrence, Montreal, and Boston. First-class throughout. Immediate application necessary. Full particulars from
THOS. COOK & SON,
261 and 1,225 Broadway, New-York.

OTIS ELEVATING RAILWAY,
Catskill Mountains.
Connects with 9:20, 11:20, and 3:30 trains on New-York Central, and 11:35 and 3:45 trains on West Shore Railroad. Also with Albany Day Boats and Catskill Evening Line.
A LIMITED TRAIN over the New-York Central on Saturdays at 1:45 P. M. for Catskill, without stop, connects with Otis El. R'y; due at the Mountain Station in 3 HOURS AND 30 MINUTES.

PENNSYLVANIA RAILROAD.
STATIONS foot of Desbrosses and Cortlandt Sts.
In Effect July 2, 1893.
9:00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrive Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10:00 A. M. next day.
9:00 A. M. FAST LINE.—For Pittsburg, Parlor Car.
12:00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 12:00 noon.
2:00 P. M. ST. LOUIS, CINCINNATI, AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Cincinnati, and Chicago. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5:30 P. M.
6:30 P. M. WESTERN EXPRESS.—Pullman Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.
7:50 P. M. SOUTHWESTERN EXPRESS week days, 7:45 P. M. Sundays.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6:00 P. M., St. Louis 7:00 A. M. second morning.
8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car New-York to Chicago. Arrives Chicago 7:30 A. M., (second morning,) Toledo 11:20 P. M., Columbus 7:15 P. M., Cleveland 6:10 P. M., (week days.)
5:00 P. M.—SHENANDOAH VALLEY ROUTE daily, with Sleeper to New-Orleans, and 12:15 night, with Sleeper to Memphis.
BALTIMORE, WASHINGTON, AND THE SOUTH.
10:00 A. M.—"Washington Limited" week days, Pullman Parlor Cars and Dining Car.
3:40 P. M.—"Congressional Limited" daily, Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.
ADDITIONAL EXPRESS TRAINS: 8:00, 8:30, 9:30, 11:00 A. M., 2:10, 4:30, 5:00, 9:00 P. M., 12:15 night. Sunday, 8:30, 9:30, A. M., 4:30, 5:00, 9:00 P. M., 12:15 night.
9:30 A. M.—Atlantic Coast Line Express daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9:00 P. M. daily, Sleeper to Jacksonville.
4:30 P. M.—Richmond and Danville Express daily. Sleepers to Augusta, Memphis, and New-Orleans. Dining Car.
5:00 P. M.—Daily for Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.
FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8:00 A. M. week days, and, with Through Sleeper, 8:00 P. M. daily.
FOR ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.
FOR CAPE MAY, 1:00 P. M. week days.
For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10:00 A. M., 12:10, (1:20 Saturday only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. week days. Sundays, 8:15, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)
FOR PHILADELPHIA.
Express: 6:20, 7:20, 8:00, 8:30, 9:00, 9:30, 10:00, 11:00 A. M., (12:00 noon Penn'a Limited,) 12:20, 1:00, 2:10, 3:00, 3:30, 4:00, 4:30, 5:00, 6:00, 6:30, 7:50, 8:00, 9:00 P. M., 12:15 night. Sundays, Express, 6:15, 8:30, 9:00, 9:30, 10:00 A. M., (12:00 noon Limited,) 2:00, 4:00, 4:30, 5:00, 6:30, 7:45, 8:00, 9:00 P. M., 12:15 night.
Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.
The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.
S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY
(Anthracite Coal used exclusively, insuring cleanliness and comfort.)
Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.
Time Table in Effect June 25, 1893.
For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30 (Dining Car) A. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Baltimore and Washington, week days and Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays 4:30, 7:15 A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.
For Reading at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 2:15, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.
For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 11:30 A. M., 1:00, 3:00, 5:30 P. M., 12:15 night.
For Pottsville at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.
ALL-RAIL ROUTE.
For Long Branch, Ocean Grove, &c.
For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50 to Red Bank, 8:15, 10:30, 11:30 A. M., (1:20 Saturdays only,) 1:30, 2:15, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:15, 11:30 A. M., 4:00 P. M.
For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.
For Beach Haven, Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 4:30, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.,
From Pier 8 N. R., foot Rector St.
For Atlantic Highlands, Highland Beach, Normandie, Seabright, Monmouth Beach, and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.
For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

WEST SHORE RAILROAD.
(N. Y. C. and H. R. R. R. Co., Lessee.)
Excursion Tickets to World's Fair good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.
Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:
3:30 A. M. Daily local to Suspension Bridge and Catskill Mountains, except Sundays, west of Coeymans Junction. Sleeping car New-York to Bloomville Sundays only. Can be occupied 9 P. M.
7:30 A. M. Daily local to Albany for Catskill Mountains and Saratoga. Parlor car to Albany Sundays only.
10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.
A 11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.
1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.
4:00 P. M. Daily, except Sunday, for Albany.
5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.
8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.
A, Leaves Brooklyn by Annex, 11:00 A. M.; Jersey City, P. R. R. Station, 11:20 A. M.
HAVERSTRAW LOCALS, 7:00 A. M., 2:45, *5:35, 7:45 P. M.
NEWBURG LOCALS, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.
Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.
For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 291, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

NEW-YORK AND LONG BRANCH RAILROAD.
Summer Schedule, in effect June 25, 1893.
FOR RED BANK, LONG BRANCH, ELBERON, OCEAN GROVE, ASBURY PARK, SPRING LAKE AND POINT PLEASANT.
Trains leave station foot of Liberty St. at 4:30, (5:50 to Red Bank,) 8:15, 10:30, *11:30 A. M., (*1:20 Saturdays only,) 1:30, 2:15, *3:30, 4:00, *4:30, 5:30, 6:15 P. M. Sundays, 9:15, 11:30 A. M., 4:00 P. M.
Trains leave station foot of Cortlandt and Desbrosses Sts. at 3:30, 7:30, 9:10, *10:00 A. M., 12:10, (*1:20 Saturdays only,) 2:30, *3:10, (*3:40, except Red Bank,) 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
*Denotes express trains.
Sunday trains do not stop at Ocean Grove and Asbury Park.
RUFUS BLODGETT, Supt. New-York and Long Branch R. R. Co.
J. R. WOOD, Gen. Pass. Agt. Penn. R. R. Co.
H. P. BALDWIN, Gen. Pass. Agt. Central R. R. Co. of N. J.

Excursions.

World's Fair Excursion
VIA
WEST SHORE RAILROAD,
TUESDAY, AUG. 29.
$17.00 FOR THE ROUND TRIP. $17.00.
TICKETS GOOD FOR TEN DAYS.
Special train will leave foot of Franklin Street 10:00 A. M. Foot of West 42d Street 10:10 A. M. For Tickets, Time Tables, and information apply to any West Shore ticket office.

Greenwood Lake Glens.
—EVERY WEDNESDAY—
75c. Round Trip 75c.
Special train leaves Chambers St. 9:45 A. M., West 23d St. 9:40 A. M. Returning, leaves Glens, 6:00 P. M.

Long Island Railroad's GREAT EXCURSION ROUTES TO THE SEA.
Manhattan Beach.
TRAINS LEAVE FOOT EAST 34TH ST.
6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor cars special 1 P. M., and extra train Aug. 26 only, 12:50 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.
WHITEHALL ST., terminal of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sundays, 8:10, 9:10, 10:10, 11:10 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.
ROUND TRIP, 50 CENTS.
SOUSA'S BAND.
Concerts every afternoon and evening.
PAIN'S
STORMING OF VICKSBURG
and
MAGNIFICENT FIREWORKS
every evening except Sunday and Monday.
Oriental and Manhattan Hotels.
FINE ROOMS—EXCELLENT CUISINE.

CONEY ISLAND,
BRIGHTON BEACH,
WEST BRIGHTON BEACH,
CONEY ISLAND POINT.
BOATS BY BAY RIDGE FERRY,
connecting with the
CULVER ROUTE,
Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.
Hourly from 7:10 to 11:10 A. M. and half-hourly from 11:40 A. M. to 9:10 P. M. Sundays, 8:10, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 A. M., 12:10, 12:40, and every twenty minutes from 1:10 to 9:10, 9:40, 10:10, 10:40 P. M. Last train leaves Coney Island at 11:08 P. M. Tickets on sale at elevated railroad stations.
ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH
AND JAMAICA BAY.
LEAVE LONG ISLAND CITY—6:15, 7:35, 9:15, 10:05, 11:10 A. M., 12:00, 1:05, 2:05, 3:05, 4:00, 5:00, 5:45, 6:40, 7:40, 9:00, 10:25 P. M. Sundays, 7:10, 9:15, 10:15, 10:45, 11:05, 11:25, 11:50 A. M., 12:15, 1:05, 1:25, 1:45, 2:15, 2:35, 2:50, 3:15, 3:45, 4:15, 5:15, 6:15, 6:45, 7:00, 7:25, 7:50, 8:10, 8:25, 9:15, 9:30, 10:20 P. M.
ROUND TRIP, 50 CENTS.
SHELTER ISLAND, GREENPORT, SAG HARBOR, AND THE HAMPTONS.
FREQUENT AND FAST TRAINS.
See Time Tables.

RAYMOND'S VACATION EXCURSIONS.
ALL TRAVELING EXPENSES INCLUDED.
THE WORLD'S
Columbian Exposition.
The grandest Exposition the world has ever seen is now complete in every department. Nothing remains unfinished.
The Raymond & Whitcomb Grand Hotel, (Mr. Oscar G. Barron, Manager,) at which our parties sojourn, is a permanent brick structure of the best class, only four stories in height, splendidly arranged, provided with every luxurious appointment of the best modern hotels, and elegantly furnished. Its situation, in a fashionable residence section of the city, near the Exposition grounds and exposed to the lake breezes, is unexcelled. Passengers are landed at a special station only a single block distant, and an entrance to the Exposition grounds is directly opposite the hotel, while others are near at hand. All water used for drinking and cooking purposes is distilled and absolutely pure, and the purest Wisconsin ice is also supplied.
Daily special trains from the East, made up wholly of elegant vestibuled Pullman palace sleeping cars, with dining cars, run through to the hotel without change.
While many parties for the coming month were long since filled, the following dates are still open to the public, an early registration, however, being in all cases advisable:
Leave New-York, August 30, Sept. 1, 8, 11, 18, 21, 25, 28, Oct. 5, 6, and 16.
Colorado Tours: Four remaining excursions to the most famous Rocky Mountain Resorts, August 28, September 11, and October 9.
Yellowstone National Park: A 27-day Tour, August 30.
Yellowstone National Park and California: Tour of 72 days, August 30.
Each of the above parties will have a week at the World's Fair.
Independent railroad tickets to all points by all routes.
☞Send for descriptive book, mentioning the particular tour desired.
RAYMOND & WHITCOMB,
31 East 14th St., (corner Union Square,) New-York.

THE "NEW-YORK WORLD'S FAIR."

Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.
—TIME TABLE.—
FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:15, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15, P. M. FROM 32D ST., E. R., 9:30, 10:00, 10:30, 11:30, A. M., 12:45, 2:15, 2:45, 3:15, 4:15, 5:45 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 9:35, 10:05, 11:05 A. M., 12:20, 1:50, 2:30, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 32d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:15, 5:00, 5:30, 6:00, 7:00, and 7:30 P. M.
40c.——EXCURSION TICKETS——40c.
EXTRA BOATS ON SUNDAYS.

IRON STEAMBOAT COMPANY,
THE ONLY ALL-WATER ROUTE TO
CONEY ISLAND,
STEAMERS LANDING AT THE OCEAN PIERS.
TO-DAY'S TIME TABLE.
FROM WEST 22D ST., N. R., 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00 P. M.
FROM PIER (NEW) NO. 1 N. R., 9:30, 10:15, 11:00, 11:45 A. M., 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:30, 7:15, 8:00, 8:45, 9:30 P. M.
RETURNING, LEAVE CONEY ISLAND, 10:40, 11:25 A. M., 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:40 P. M. Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

West Point, Newburgh and Poughkeepsie
Daily except Sundays by Day Line Steamers
NEW-YORK AND ALBANY.
From Brooklyn, Fulton St. (by Annex)... 8:00 A. M.
" New-York, Desbrosses St. Pier..... 8:40 "
" New-York, West 22d St. Pier....... 9:00 "
Returning, due in New-York at 5:30 P. M.
MORNING and AFTERNOON CONCERTS.

SHOHOLA GLEN,
$1.—ROUND TRIP—$1.
WEDNESDAY, AUG. 30, 1893.
LEAVE CHAMBERS ST., 9:30 A. M.
LEAVE 23D ST., 9:20 A. M.
LEAVE JERSEY CITY, 9:45 A. M.
Returning leave Glens 5:25 P. M., five hours at the Glens, home by 8:30 P. M.

Business Chances.

WANTED—Active partner with $25,000 cash capital in an established and profitable importing business; investigation solicited; references exchanged. Address BUSH, Box 157 New-York Times Office.

Boarders Wanted.

1.—PRIVATE FAMILY OFFER HANDSOME suite of rooms to permanent party; references. 38 West 70th St.

14 WEST 34TH ST.—Fine rooms, handsomely furnished, to rent, with board.

18TH ST., 43 WEST.—Very large parlor floor suitable for business; also other rooms; private bath.

37TH ST., 62 WEST.—Second-floor front room, with board; house and appointments first-class; references.

41ST ST., 7 EAST.—Rooms en suite and single; handsomely furnished; best French table; moderate prices.

42D ST., 142 WEST.—Handsomely-furnished rooms; excellent board; adjoining St. Cloud's Hotel.

50TH ST., 61 WEST.—Second floor; large rooms; also third floor, back; with board; references.

58TH ST., 18 EAST.—Rooms en suite and single; handsomely furnished; best French table; moderate prices.

70 WEST 51ST.—Handsome second floor, private bath, with board; family of adults; rooms for gentlemen; references exchanged.

130TH ST., 161 WEST, NEAR 7TH AV.—Cheerful rooms; private family; French cuisine; also table board.

173 WEST 73D ST.—Furnished rooms, with board, in small family; no children; references.

434 MADISON AV.—Third-floor front room; large closets; also, hall room; references.

DESIRABLE ROOMS FOR PHYSICIAN'S OFfice.—Murray Hill; with board. Address M. B., Box 319 Times, Up Town.

MADISON AV., 127.—Suites, large and single rooms; service and table excellent; references.

Furnished Rooms.

7 WEST 31ST ST.—Choice suites on second and third floors; also other rooms; breakfast optional.

58TH ST., 132 WEST.—Homelike apartments, with privileges of bath, for gentlemen; strictly private family; references.

74 WEST 35TH ST.—An elegantly-furnished floor; private bath; or will let separate; near 5th Av. and "L" stations; board optional; references.

129 EAST 62D ST.—Handsomely-furnished rooms to let.

GENTLEMAN DESIRING AN ELEGANT, refined, furnished home, consisting large bedroom, parlor, private bath, on West End Av., near 86th St.; $50 per month; references exchanged. Address C., Box 91 Station A.

LEXINGTON AV., 102.—Several large and small rooms, nicely furnished; cool; private house; terms reasonable.

Unfurnished Rooms.

HOTEL BERESFORD,
CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE, IN THE NEW FIRE-PROOF TEN-STORY ADDITION, TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

City Flats To Let—Furnished.

THE WALTON, 164 EAST 89TH ST.
Cozy furnished apartment to rent to small family of adults; rent, $35; good management; references required; janitor will show.

City Flats To Let—Unfurnished.

Desirable Apartments To Let.
Peabody,
102 and 104 Waverley Place.
Steam heat and elevator, $75 per month.
Irvington and Rockland,
136 to 142 West 16th St.
Steam heated, &c., $45 to $65 per month.
St. Clement,
365 West 23d St.
4 to 9 rooms, $30 to $75 per month.
St. John, Wave Crest, Cedarhurst,
35 to 41 East 50th St.
Steam heat, &c., $40 to $100 per month.
Sutherland,
709 Madison Av., corner 63d St.
Steam heat and elevator, $70 to $120 per month.
St. Honore,
1,142 Madison Av., near 84th St.
Steam heat, &c., $60 to $75 per month.
Apply to janitors on premises or to
GERALD R. BROWN,
Equitable Building, 120 Broadway, New-York.

ST. GEORGE.
STUYVESANT SQUARE.
Fire-proof, elevator, steam heat, &c.;
Apartments to lease from Oct. 1.
$1,200 to $1,500.
For descriptive pamphlet and particulars apply to JOHN G. FOLSOM, 14 Bible House.
We have no branch office.

ELEGANT OUTSIDE APARTMENTS TO LET.
OVERLOOK PLAZA AND CENTRAL PARK.
RENTS, $1,250 UP.
Elevator, steam heat, hall boys, &c.
MASON, 6 to 12 East 58th St.
E. A. CRUIKSHANK & CO., 176 Broadway.

NEW AMSTERDAM,
Corner of 75th St. and Amsterdam Av.
ELEGANT NEW APARTMENTS TO LET.
Rents from $720 to $1,500, including elevators, steam heat, electric lights, &c. Apply on premises.

APARTMENTS TO RENT IN THE FIRE-PROOF BUILDING, 80 MADISON AV., corner 28th St.

City Houses To Let—Furnished.

A REMARKABLY ATTRACTIVE HOUSE on 57th St., near 6th Av.; fully and attractively furnished. Apply to J. METCALFE THOMAS, 19 Liberty St.

City Houses To Let—Unfurnished.

HOUSES TO RENT.
Madison Av., No. 1,138,
Four-Story Stoop Brownstone.
Manhattan Av., No. 354,
Three-Story High-Stoop Brownstone.
115th St., No. 306 West,
Three-Story High-Stoop Brownstone.
Apply on premises, or to
GERALD R. BROWN,
120 Broadway, New-York.

HANDSOME FOUR-STORY BROWNSTONE DWELLING TO LET.
47TH ST., CLOSE TO 5TH AV.
Laundry, butler's pantry, passenger elevator.
RENT, $2,500.
E. A. CRUIKSHANK & CO., 176 Broadway.

3 AND 4-STORY HOUSES AND FLATS.—All prices; west side. STEVENS, 9th Av., corner of 93d St.

Apartments To Let—Unfurnished.

THE BROADWAY, 1,425 BROADWAY, METropolitan Opera House Building.—Two fine suites of apartments to rent, hotel service; heat, and gas in the arrangement. WM. L. FISH, Manager.

Hotels.

HOTEL WELLINGTON,
Madison Av. and 42d St.,
NEW-YORK.
One block from Grand Central Depot.
A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.
GEORGE MURRAY.

THE DUNMORE,
230 West Forty-second Street.
EUROPEAN PLAN.
Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.
WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.
J. H. FIFE, Manager.
European plan. Rooms $1 per day and upward.
Special rates during the Summer months and to permanent guests.
Union Square and 15th St., New-York.

HOTEL RENAISSANCE,
43D ST., WEST OF 5TH AV.
STRICTLY FIRE-PROOF.
Several apartments for rent.

Amusements.

MANHATTAN BEACH.
GRAND CONCERTS
AFTERNOON AND EVENING.
Sousa's Band.
WAGNER DAY.
SPECIAL PROGRAMMES
Afternoon and Evening.
PAIN'S
STORMING OF VICKSBURG
and
GRAND FIREWORKS
Every Evening except Sunday and Monday.

LYCEUM THEATRE. 4th Av. and 23d St.
DANIEL FROHMAN........................Manager
E. H. SOTHERN. | "CAPT.
E. H. SOTHERN. | LETTARBLAIR."
E. H. SOTHERN. |
Evenings, 8:15. Matinée Saturday only at 2.
*Tuesday evening, Sept. 5, a new original play written by PAUL M. POTTER for Mr. SOTHERN, entitled SHERIDAN; Or, THE MAID OF BATH. (Seats Thursday.)

E-L-D-O-R-A-D-O.
CHANGE OF BILL THIS WEEK.
Daily at 4 P. M. Nightly, 8:30.
Grand vaudeville open-air show.
Equine paradox or pony circus.
Mighty Arabs, Lizzie Valdis.
Music. Admission, 25c. and 50c.
West 42d St., West 14th St., (electric cars,) Christopher, Franklin, Barclay St. Ferries.

GARDEN THEATRE. Matinée Saturday
Lessee and Manager.................Mr. T. H. French
Last Week.
LOIE FULLER
AND HER COMPANY.
Under the Direction of Mr. ROBERT GRAU.
MISS FULLER appears every evening at 9:30.

KOSTER & BIAL'S, 34TH ST. West of Broadway.
TO-NIGHT—GRAND OPENING.
First complete production in America of the ballet VERSAILLES.
VAUDEVILLE, SPECIALTIES, NOVELTIES.

HARRIGAN'S THEATRE, M. W. HANLEY, Manager.
TO-NIGHT. | MR. EDWARD HARRIGAN IN DAN'S TRIBULATIONS.
All the Original Music by Dave Braham.
WEDNESDAY—MATINEES—SATURDAY.

GRAND OPERA HOUSE. 23D ST. AND 8TH AV.
Handsomest and Safest Theater in New-York.
EVENINGS AT 8. MAT. WED. AND SAT. AT 2.
THE SILVER KING.

DALY'S THEATRE. Broadway and 30th St.
To-night at 8:30. Matinée Saturday at 2:30.
EDWIN CLEARY'S FRENCH CO.,
in the Great "MUSICAL PLAY WITHOUT WORDS,"
L'ENFANT PRODIGUE.

AMERICAN THEATRE. SAT. MATINEE.
THE PRODIGAL DAUGHTER.
ROOF GARDEN OPEN. Admission to both, 50c.

STAR THEATRE.—Ev'gs 8:15. Mat. Wed. & Sat. 2.
LOTTIE COLLINS
AND THE NEW BOSTON HOWARD ATHENÆUM STAR SPECIALTY CO.

BROADWAY THEATRE. Ev'gs at 8. Mat. Sat. at 2.
HOPPER | PANJANDRUM.
EXTRA MATINEE LABOR DAY.

EMPIRE THEATRE. Broadway and 40th St.
Another Great Success.
LIBERTY HALL.
Evenings at 8:15. Regular matinée Saturday.

HOYT'S MADISON SQUARE THEATRE.
Evenings at 8:30. Saturday matinées at 2.
THE NEW SOUTH.

MADISON SQUARE GARDEN.
TOWER AND ROOF GARDEN.
CONTINUOUS ENTERTAINMENT NIGHTLY.
Sensational Dances. Admission, 50 cents.

ACADEMY OF MUSIC.—14th St. & Irving Pl.
Eugene Tompkins's Grand New
BLACK CROOK.
Matinées Wed. and Sat. at 2. Evenings at 8.

CASINO. Broadway and 39th St.
ROOF GARDEN.
Entertainment Continuous—8 to 12 o'clock. Nightly and Sunday. Admission, 50 cents.

14TH ST. THEATRE. Near 6th Av.
BEGINNING AUG. 28.
W. H. POWER'S ELABORATE PRODUCTION. GLEN-DA-LOUGH
J. K. Murray and Clara Lane.

PALMER'S THEATRE. Ev'gs 8:15. Mat. Sat.
RICE'S | Surprise Party. Renewing its Enormous Success. Crowded with novelties. Labor Day Matinée. | 1492

EDEN MUSEE. WORLD IN WAX.
AT 2:30 P. M. AND 8 P. M.
GRAND VAUDEVILLE PERFORMANCE.

IMPERIAL MUSIC HALL B'way & 29th St.
Best Variety Bill in America.
30 American and European Stars 30

BASEBALL. POLO GROUNDS TO-DAY.
Grand League Championship Game.
PITTSBURG vs. NEW-YORK.
Game 4 P. M. Admission, 50 and 25 cents.

NATIONAL ACADEMY OF DESIGN. | $1,000,000 spent on Art Objects now exhibited from 9 A. M. to 6 P. M., 23d St. and 4th Av.

Legal Notices.

SUPREME COURT, COUNTY OF NEW-YORK.—THEODORE W. MORRIS and RICHARD T. WILLIAMS, copartners in trade under the firm name and style of THEODORE W. MORRIS & CO., plaintiffs, vs. ADOLPH SUTRO, defendant.—Summons.—Trial desired in the City and County of New-York.—To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated July 20th, 1893. STRONG & CADWALADER, Plaintiffs' Attorneys, Office and Post Office address, No. 36 Wall St., New-York City.

To Adolph Sutro, the defendant above named: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, one of the Justices of the Supreme Court of the State of New-York, dated the 11th day of August, 1893, and filed with the complaint in the office of the Clerk of the said Supreme Court in the County Court House in the City of New-York.—Dated August 11th, 1893.
STRONG & CADWALADER, Plaintiffs' Attorneys.
au14-law6wM

SUPREME COURT OF THE STATE OF NEW-York.—Trial to be had in New-York County.—HERBERT L. HARDING, plaintiff, against ANNIE C. SEVERANCE, defendant.—Summons.—To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, June 27th, 1893. KIDDER & MELCHER, Plaintiff's Attorneys, Office and P. O. address, No. 34 Nassau St., New-York City, N. Y.

To the defendant, Annie C. Severance: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, Justice of the Supreme Court, dated the 27th day of July, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, in said city.—Dated New-York, July 29th, 1893.
KIDDER & MELCHER, Plaintiff's Attorneys, No. 34 Nassau St., New-York City.
jy31-law6wM

SUPREME COURT, CITY AND COUNTY OF New-York.—AMORY T. SKERRY and AMORY T. SKERRY, Jr., plaintiffs, against E. W. CHAPIN & CO., defendant.—Summons.—To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear and answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated July 28th, 1893. GERARD B. TOWNSEND, Plaintiffs' Attorney, Office and Post Office address, No. 247 Broadway, New-York City.

To the defendant, E. W. Chapin & Co.: The foregoing summons is served on you by publication pursuant to an order of the Hon. Morgan J. O'Brien, Justice of the Supreme Court of the State of New-York, dated the 3d day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York at the County Court House in said city.—Dated August 25, 1893.
GERARD B. TOWNSEND, Plaintiffs' Attorney.
Office and Post Office address, No. 247 Broadway, New-York City. au28-law6wM

Surrogate Notices.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against JOSEPH R. KEARNY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at No. 52 Wall Street, in the City of New-York, on or before the fifth day of December next.—Dated New-York, the twenty-seventh day of May, 1893.
RICHARD S. EMMET, ROBERT E. ROBINSON, Executors. my29-law6mM

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Caroline L. Walker, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 5 Vanderbilt Ave., in the City of New-York, on or before the third day of January, 1894.—Dated New-York, the 22d day of June, 1893.
je26-law6m ASHBEL GREEN, Executor.

CROWDS TO SEE NANCY HANKS

FAMOUS TROTTERS GATHERED AT FLEETWOOD TRACK.

A Special Train Brought Down from Springfield the Horses that Are to Compete for the Rich Grand Circuit Prizes—Prospect of a Most Successful Meeting—A Few Fast Miles Made in Work for the Races—Harry C. and Linkwood Kate Have a Brush.

Most of the famous trotters who are to compete at the great harness meeting at Fleetwood this week are on the ground, and by to-night the stragglers will all be in and the park's stabling capacity will be taxed to the utmost. Immediately after the close of Springfield's meeting a big special train of horse cars carried dozens of the best harness racers in training away from the course along the Connecticut River to the next battle ground on the historic old track at Morrisania.

When the Grand Circuit trotters were last at New-York, in 1890, the horse specials arrived during the day time, and it was a sight well worth witnessing to see scores of the fastest and best-known trotters on the turf file in a long procession through the gates; but faster time was made yesterday. The horses arrived during the night and were snugly quartered before the big crowd of sightseers arrived.

Doble's string, with Nancy Hanks, Stamboul, and about a dozen stable companions, has the stalls on Broadway usually occupied by Aaron Fowler's horses. Turner has his lot in the stalls used by John Daly, just inside the gates and close to the track, while such as McHenry, Crit Davis, Monroe, Salisbury, and Stewart are up Wall Street. The announcement that the park would be open to the public yesterday brought a crowd such as Fleetwood has never had on a Sunday morning. There was very little doing on the track. The horses that were here a few days ago took their work on Saturday, and those that arrived late on Saturday night and early yesterday morning were given a day of rest. So, while some hundreds of interested horsemen sat around on the clubhouse steps, as many more made the tour of the stables, the stalls occupied by Doble's string being the great centre of attraction.

Nancy Hanks looks as fit as a fiddle, with just enough good hard flesh on her to save her from that gaunt look which many trotters bear which have taken part week after week in many a stubborn fight of split heats all along the line of the Grand Circuit.

There were many well-known faces among the throng yesterday of men who, in years gone by, bred, owned and raced trotters, but who have not been at Fleetwood for many seasons. If the crowd at Fleetwood yesterday and the chat about the great trots of this week that one can hear in all parts of the city may be taken as a favorable omen, then the first real effort made by the Driving Club of late years to revive harness racing at Fleetwood is bound to be successful. Unless all the signs are false, nothing but continuous wet weather can affect what ought to be the greatest series of light-harness contests ever given in New-York.

Among the miles that were made yesterday morning a few are worth mention. James Carpenter of Cranston, R. I., with the trotting gelding Harry C., and R. T. Meginnis, driving Linkwood Kate, had a race. The pair were abreast at the three-quarter pole in 1:48¾, but from there Harry C. let out and showed a bit of his real quality, coming home in 0:33. Later he went a full mile in 2:15; but the black trotter has had no stiff work until two weeks ago, and Carpenter is afraid he will not be quite fit on Wednesday for the Charter Oak Stake, in which he is, however, a sure starter. John Daly drove the b. g. Charley Green a mile in 2:15½, and Fowler showed the spectators three of his best—Brownie in 2:18¾, Kingwood in 2:17¼, and Alleante, by Alcantara, in 2:17½.

Frank Walker, who will start the horses, was at the track yesterday. The new starting box in front of, and below, the judge's stand was pointed out to him. After looking at it a few moments he said: "I could not see the race from there unless I came down the ladder. But why not have the starting stand where it belongs, on the outside edge of the track. I can see the field scoring down better from there, the pole horse will never be overlooked, and, in fact, there's everything in favor of making the change and nothing against it." This alteration will be made to-day, and so when the bell rings to-morrow for the free-for-all trotters to score up for the first event of the meeting the starter will stand with his back to the spectators, just as he does at Lexington, Narragansett, and most of the Western tracks.

With few exceptions all the foremost drivers of to-day are at the track, Budd Doble, Orrin Hickok, John Goldsmith, John Turner, Gil Curry, W. L. Shuler, McHenry of Freeport, John Trimble, John Dickerson, Kelly, Mart Demarest, Cheney, old "Jock" Bowin, George Martin, and Crit Davis, and with these, and such as these behind the fast horses that will race for the money this week, New-Yorkers will see some masterly driving.

HORSES AND HORSEMEN.

Notes from the Breeding Farm, Carriage Room, and Race Track.

The Trotting Club of Belgium has just accomplished an act of justice by disqualifying forever from all Belgian trotting races the American gelding Blackstone, who was purchased in France this Spring. His name was changed to Esnitrop and so entered in the races by Mr. Seneasl, his new Belgian owner. Not only is the ringer disqualified, but the money won by him under his new name has been returned and divided by the club among his unsuccessful competitors.

H. H. Babcock Company, 406-412 Broome Street, have a highly-creditable assortment of light vehicles, such as victorias, cabriolets, buckboards, road wagons, and surreys, at all degrees of price, that for fine workmanship cannot be surpassed. Their saddlery and harness departments are complete, and everything for the horse can be found there.

Van Tassell & Kearney are not complaining, by any means. Their semi-weekly sales at their Thirteenth Street emporium are well attended and everything goes off quickly, although the prices rule lower than usual. A bargain can almost always be picked up here and is never let pass. On Friday they had a full catalogue of horses of all kinds with vehicles for all tastes and purses. They sold last week a pair of fine gray mares for export to South America. In their private sales department they have everything that a horse or his owner can possibly want.

Sea King, 2:25, is one of the very smallest trotters on the turf. He measures only 13.3.

"There is something sold every day, but aside from second-hand carriages and Winter orders there is little doing," is the way Flandrau & Co., 372-376 Broome Street, put it yesterday. The name of "Flandrau" is known for wear and fashion the country over, and the firm has a splendid assortment of stylish vehicles of the best quality at reasonable prices.

Jordan, 2:11, is reported to have been sold to a Mr. Miller of Chicago for $6,000. He will be used as a road horse.

At the Orange County Driving Park, where a meeting will be held beginning Sept. 12, the improvements are such that they will go a long ways toward making this one of the pleasantest driving parks within reasonable distance of New-York. A new stand, fitted with comfortable chairs, has been built, and the judges' stand moved back fifteen feet from the track, so that a platform can be built in front of it for the starter.

The purses of the Philadelphia Driving Park will close to-day. This meeting is the last in the Grand Circuit, and as horses can be shipped from New-York to Philadelphia at slight expense, it is thought that it will be a highly-successful one.

Russello, sister of Maud S., is at Allen Farm, where she has dropped a fine bay colt, by Starkirk, (brother of Majolica, 2:15.) If breeding counts, Mr. Bonner should have a winner in this foal.

S. J. went a mile at Rochester in 2:17¼, while J. S. did the same distance on the Terre Haute track in 2:16¼.

GAMBLED AWAY HIS WEIGHT.

One of the Old Stories Told at Fleetwood Yesterday.

The "old timers" who gathered at Fleetwood yesterday to see the famous trotters of the day recalled many stories of the old track.

The silver dollar, about which one hears so much at the present day, was the salient feature of a trotting race which took place there years ago. The two principal actors in the comedy were a young driver who was getting his first experience on the track and an old timer with a reputation which horsemen generally designate by the term "slick." The race was for what would now be called a slow class, but in those days the 2:30 class was a good test for the best campaigners.

The new man was driving a fairly good gelding that he had won with at two meetings, while the older man piloted a stallion with which he was very anxious to win a race on account of the increased value it would give the horse in the stud, and, if possible, he wanted to mark his stallion below 2:30. There were several other horses in the race, but favoritism was divided between the gelding and the stallion. The younger driver did not come up to the regulation 150 pounds bodily weight, and always carried some lead around with him, but on this occasion the lead was missing, and, though he tried all round the track, no one had any weight, and, as the bell was ringing for the score, something had to be done at once. A happy thought occurred to one of his acquaintances. "Get all the silver dollars you can, you are only a few pounds short." This was done, and with his pockets full of "sinkers" the youngster came up to weight.

Four heats were trotted, the first two of which the stallion won, but, the clip telling on him, the gelding got home in front the next two. The stallion's driver was desperate. He saw that the race was gone from him unless he could fix it with the young man with the gelding. All sorts of tempting offers were made to him by the owner and driver of the stallion to throw the next heat and let the latter win the deciding mile. It was represented to him that his horse was only a gelding, but that the stallion's reputation as a stock horse was at stake. Would he take first money as well as second? No, he would not. He was new to the turf and had not then learned the inside tricks of the business.

Just before the bell rang for the final heat a follower of the old driver's stable, a shrewd fellow known as the counselor, who was present while the question of what could be done was being discussed, offered to fix it if his directions were followed, or, anyway, he said, they could but try it.

"You loosen one of his shoes," he said, pointing to the stallion, "so that in two or three scores it will come off. I'll do the rest."

This was done, with the result that in the third score the stallion cast a shoe, and a delay of twenty minutes was allowed to get another one fixed. Meantime all the other drivers dismounted, and most of them, the gelding's driver among them, strolled toward the betting booth. The counselor knew that the young reinsman was a bit of a gambler, and on this he had based his hopes of fixing things. Being known to each other, it was an easy job for the counselor to get into conversation with the man who was to be fixed; and while chatting he kept moving toward where the wheel was spinning. The young driver listened for a moment or two to the cry of "Red Side," "Black Side," and an occasional "Star Green," and saw the piles of silver dollars and half dollars on the cloth. Pretty soon he thought he would just wager a dollar or two to pass away the time. He backed the black and won, and then the red and lost, and, getting interested, he kept pulling out his dollars, now winning, now losing, without a thought that he was gambling away his weight.

Suddenly the bell rang, he rushed to his sulky, they scored, got the word, and were off. Under the whip the stallion kept a close second, the gelding won, and the driver went in to weigh. He was aghast when the clerk reported him short weight. There was, of course, but one result, he was disqualified, and the race awarded to the stallion.

To Race To-Day.

AT SHEEPSHEAD BAY.

FIRST RACE.—Sweepstakes, for three-year-olds and upward, at $10 each, with $600 added, of which $100 to the second and $50 to the third. Futurity course. Loantaka, 122 pounds; Major Daly, 104; Iddesleigh, 101; Prince George, 105; Fidelio, 104; Yeman, 101.

SECOND RACE.—The Autumn Maiden Stakes, for two-year-olds. Five furlongs. Economist, Tenacious, Pochino, Ixion, Hartford, Tribute, Riverside, and Setauket, 118 pounds each; Spring Time and Florence, 115 each.

THIRD RACE.—Sweepstakes for three-year-olds. One mile. Ramapo, 111 pounds; Terrifier, Now or Never, and Dr. Hasbrouck, 106 each; Vestibule and Stonenell, 104 each; Gloaming and Lizzie, 101 each; Deception and Sarah Ramey, 94 each.

FOURTH RACE.—The Flying Stakes, for three-year-olds. Futurity course. By Jove, Cactus, Simmons, and Midnight, 115 pounds each; Clio colt and Orchis, 110 each.

FIFTH RACE.—Selling allowances. Seven furlongs. Anna B, 107 pounds; Arab, May Win, and Restraint, 106 each; Hammie, 105; Tiny Tim, 100; Shadow, 99; Void, 98; Evanatus, 97; Hiram, 90; Clarus, 88.

SIXTH RACE.—Sweepstakes: three-quarters of a mile, on turf. Sirocco, 122 pounds; Topgallant, Bermuda, Reginald, and Bolero, 97 each; Senella, 88.

AT CLIFTON.

FIRST RACE.—Three-quarters of a mile; selling. Doncaster, 120 pounds; Blackthorn, Jay Qu El, and Jim Dunn, 112 each; Trophy, 109; Gonzales, 114; Leather Stocking and Cheddar, 113 each; May D., 111.

SECOND RACE.—Three-quarters of a mile; selling. Retreat, 104 pounds; War Lord, 101; Williston, 102; Romeo, 100; Eliza Ann and Hypatia, 95 each.

THIRD RACE.—Five-eighths of a mile; selling. Clement, 109 pounds; Tartar an, 105; Carnalite, Skadi, Keime, and Craftsman, 98 each; Kentucky Lady, 97; Tommie Dixon, Nellie B., Central, and Our Maggie, 95 each; Lumberman, 101.

FOURTH RACE.—Five furlongs; selling. Benjamin, 110 pounds; Lou Rhett and Brooklyn, 102 each; Larkin, 100; Gloriana, 97; Jakie Joseph, 90; Express, 107; Romance, 99; Tuberose, 94.

FIFTH RACE.—Seven furlongs; selling. Double Cross, 108 pounds; Airplant and Tom Flynn, 102 each; King Crab and Remorse, 99 each; Mary S., 86.

SIXTH RACE.—Five furlongs; selling. J. McLaughlin and Jim Fagin, 103 pounds each; Watch Me and The Pearl, 99 each; Oaklawn, 95; McAulay and Lebanon, 102 each; Easter John, 98; Bob V., 96; Adjust, 90.

AT SARATOGA.

FIRST RACE.—Five furlongs. Sprinta colt and Paxton, 110 pounds each; Major General, Hymn, Lonsdale, Charley T., and Pansy colt, 100 each; Sappho, Philopena, Sadie W., and Maid of Ellerslie, 97 each.

SECOND RACE.—Four and a half furlongs; selling. Kirsch, Wrestler, and Silent, 112 pounds each; Priscilla, 107; Carmon, 105; Miss Bess, 98; Blue Garter, 83; Western Star, 80.

THIRD RACE.—Four and a half furlongs; selling. Postmaster, 106 pounds; Issie C., 104; Jake Johnson, 103; Shenandoah Maid and Dutch Oven, 101 each; Wang and Mullet, 100 each; Bobbie Burns, 97; Julia and Lisbon Maid, 92 each.

FOURTH RACE.—Seven furlongs; handicap. Judge Morrow, 112 pounds; Riot and Henry Young, 105 each; Major Joe, 99; La Colonia, 98; Nick, 94; Marmose, 92; St. Anthony, 90.

FIFTH RACE.—Selling.—One and one-sixteenth miles. Gettysburg, 116 pounds; San Joaquin, 114; Rey del Mar, 111; Lotion, Plenty, and Lester, 106 each.

SIXTH RACE.—One and a quarter miles, over five hurdles, selling. Return and Grey Fox, 142 pounds each; Sherwood, Lijero, and Southerner, 136 each.

MONMOUTH POLO PLAYERS BEATEN.

They Had the Best Ponies, but Were in Very Poor Form.

NEWPORT, R. I., Aug. 27.—The Monmouth County and Harvard polo teams met yesterday in the Westchester Polo Club's tournament for teams of four. The former appeared to be entirely uneducated in the art of the game, though they rode well and had the best strings of ponies seen here in some time. They failed to make a single goal in the afternoon's play, and sustained a crushing defeat.

The Monmouth County team was composed of P. F. Collier, his son, R. Collier, and J. L. Conway. Their total handicap was 3 goals. The Harvard players were C. C. Baldwin, 5 goals; Eliot Cowdin, 2 goals; R. Brooks, 2 goals; total, 9 goals. They had to allow the Monmouth players, therefore, 6 goals.

For Harvard, Baldwin played a fine game, with long and effective runs. Brooks supported him well, and the whole team played well together. The score by periods was as follows:

First Period.—Harvard, 5. Goals—By Baldwin, 1; by Brooks, 4.

Second Period.—Harvard, 4¼. Goals—By Baldwin, 2; by Brooks, 1; by Cowdin, 1. Safety by Monmouth County team, giving Harvard one-fourth of a goal.

Third Period.—Harvard, 6¼. Goals—By Baldwin, 3; by Brooks, 2, by Cowdin, 1; one safety by Monmouth County team.

Fourth Period.—Harvard, 5¼. Goals—By Baldwin, 2; by Brooks, 3; one safety by Monmouth County team.

Total score in actual play, Harvard, 20¾; by handicap, Harvard, 20¾; Monmouth County team, 6.

The Myopias and Harvards meet to-morrow in the finals of the tournament of fours.

THEATRICAL GOSSIP.

THE STANDARD THEATRE.—The decorations at this house are still unfinished, and "Fanny," the comedy by George R. Sims and Cecil Raleigh, will not open there until Monday, Sept. 4. Instead of using a curtain raiser to lengthen the performance of "Fanny," Loie Fuller has been engaged and will appear in her various remarkable dances. The cast of "Fanny" will embrace Johnstone Bennett, W. J. Ferguson, Robert Cotton, Elaine Eilson, George Allison, Max Figman, Edward Coleman, Lizette Le Baron, Seymour Hess, and others. "Fanny" will be presented next Monday in London for copyright purposes. Seats for the redecorated Standard are now on sale.

"FRIEND FRITZ."—The Manola-Mason Company in their charming play of "Friend Fritz," will dedicate next Monday evening the new theatre in Louisville managed by Jefferson, Klaw & Erlanger, built upon the site formerly occupied by Macauley's Theatre, once famous as the leading playhouse of the Southwest.

"THE GIRL IN BLUE."—Marion Manola has received from Paris the first act of the new operetta, "The Girl in Blue," which she will produce at the Boston Museum next Winter.

HOBOKEN'S CRACK CREW

THE ATLANTICS CARRY OFF HONORS IN MANY REGATTAS.

A Club that Claims to be the Second Oldest Rowing Association in the Country—Its Barge Crew Holds the Record from New-York to Albany—The Reputation Kept up at Saturday's Races Off Weehawken—Something of Its History, Its' Officers, and Past Prowess.

JERSEY CITY, N. J., Aug. 27.—The annual regatta of the Hoboken *Evening News* Rowing Association took place at Weehawken yesterday. There were six contests, and the entries included all the boat clubs of Hoboken.

The first race was for single gigs. The contestants were O. Alces of the Rosedale, Albert Heyne of the Atlantic, and George K. Storms of the Valencia. Heyne won with ease, with Alces second. In the senior pair-oared gig race the entries were the Atlantic and Active crews.

The Atlantics led from start to finish and won with ease. A junior four-oared barge race followed, the clubs represented being the Atlantic, Active, and Valencia. The crews were: Atlantic—1, C. Ottrander; 2, Emil Reimenschneider; 3. William Baker; 4, Louis Tinelli; coxswain, Paul Bever. Active—No. 1, F. Miller; 2, W. Ram; 3, A. Bruhn; 4, H. Thoms; coxswain, F. Gunkel. Valencia—No. 1, F. S. Kluen; 2, F. Stursberg; 3, E. A. Ham; 4, W. C. Budenbender; coxswain, Henry Killam. The Atlantics were first and Actives second.

The fourth race was for double sculls, the entries being: Atlantic—1, A. Heyne; 2, N. C. Kadlich; coxswain, M. Appel. Rosedale—1, Charles A. Entrup; 2, Charles Rosenbaum; coxswain, George Ferris. The Atlantics won easily.

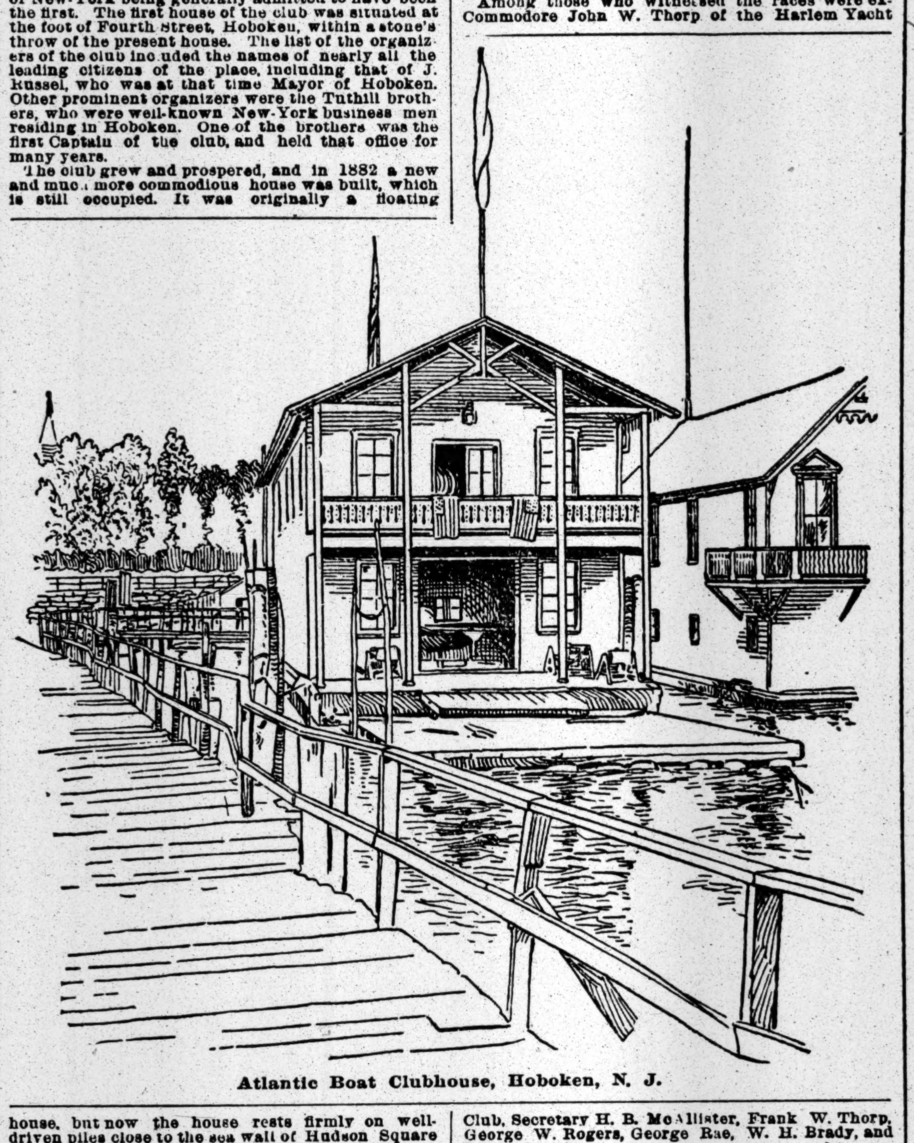
The junior-paired gig race was exciting. The crews were: Active—1, C. Troescher; 2, B. Adams; coxswain, W. Buehle. Atlantic—1, Edward Nosselman; 2, Charles F. Puls; coxswain, Paul Bever. Valencia—1, Charles Ording; 2, Oscar Brown; coxswain, John Gehrs. The Valencias and Atlantics kept well together from start to finish, and the spectators were in doubt as to the result until the judges announced that the Valencia crew had won by four feet.

The Actives won the four-oared barge race from the Atlantics.

The afternoon's sport concluded with a hop, and in the evening a moonlight excursion was had up the Hudson.

The Atlantic Boat Club of Hoboken was organized in 1858, and claims on that account to be the second oldest club in the country, the Atalanta Boat Club of New-York being generally admitted to have been the first. The first house of the club was situated at the foot of Fourth Street, Hoboken, within a stone's throw of the present house. The list of the organizers of the club included the names of nearly all the leading citizens of the place, including that of J. Russel, who was at that time Mayor of Hoboken. Other prominent organizers were the Tuthill brothers, who were well-known New-York business men residing in Hoboken. One of the brothers was the first Captain of the club, and held that office for many years.

The club grew and prospered, and in 1882 a new and much more commodious house was built, which is still occupied. It was originally a floating



Atlantic Boat Clubhouse, Hoboken, N. J.

house, but now the house rests firmly on well-driven piles close to the sea wall of Hudson Square Park and on almost the exact spot where the first house of the club was situated thirty-five years ago. It is a handsome two-story structure, with wide and comfortable piazzas. The first floor is given up to the boats and barges of the club, while the upper floor contains the locker and meeting rooms. The piazzas are a favorite resort of the members on Sunday evenings during the season, and the house is so well built that it can be kept comfortably warm in the Winter, and it is almost as much of a resort for the members then as during the boating season. Numerous entertainments have been held in the house during the Winter months which were always well attended.

In 1885 a branch boathouse was built at Guttenberg for the convenience of the crews while in training. All the light boats of the club are kept there, and all the racing crews go out from that house, but the old house is still the headquarters of the club, where the men all congregate, and where all club entertainments are held in both Summer and Winter.

In 1885 the ten-oared barge crew of the club rowed to Albany in three days' time, leaving Hoboken on a Saturday at 5 o'clock P. M. and arriving at Albany at 10 o'clock Tuesday morning, which is yet a record for that distance. The club is proudest, however, of the doings of its four-oared shell crew at the Middle States regatta on the Passaic River last month, where they rowed the mile and a half in 7:57, and thereby established a new record for both the association and the Passaic River. Already during the season the same crew had been victorious in both the Harlem River and Long Island Rowing Association's regatta.

The Atlantics also possess the crew that defeated the hitherto invincible Lau Brothers of the Atalantas in the pair-oared gigs at the Kill Von Kull regatta last year.

The present officers of the club are: President—Col. Charles Eilenkoetter; Vice President—Philip Waldheim; Secretary—Morris Appel; Treasurer—E. P. Francis; Captain—H. Stegman; Lieutenant—Albert Heyne; Board of Trustees—E. J. Benson, Charles Bartz, and E. P. Francis. The present membership is about ninety, and includes many names of men prominent in the affairs of Hoboken, among them Recorder McDonough and the present Mayor.

News of the Oarsmen.

—The officials at the annual regatta of the Union Boat Club, on Sept. 9, will be: Referee—Horace Walters, Dauntless Rowing Club; Timekeepers—Jacob Abeel, Nassau Boat Club; H. J. Behrens, Nonpareil Rowing Club, and Leon Mayer, Lone Star Boat Club; Judges at Finish—William T. Wilcox, Nereus Rowing Club, and William C. Doscher, Atalanta Boat Club. The interest in the regatta will centre in the junior double gig race, for which four crews are now in training.

—The Seawanhaka Boat Club of Brooklyn will hold its annual club regatta on Saturday, Sept. 16. The events will be junior single gigs, (two classes,) junior double gigs, senior double gigs, junior four-oared gigs, and senior four-oared gigs. The entries for the Labor Day regatta of the New-England Amateur Rowing Association close on Wednesday, Aug. 30.

—At the meeting of the Union Boat Club held last Thursday evening the following committee was appointed to take in charge the club's entries in the Venetian fête on Sept. 9: Joseph A. Carey, T. P. Ward, Frank Connell, E. O'Hara, and E. H. Brokhahne. It is understood that they are preparing a display that will be startling in its novelty and effectiveness.

—The Atlantic Boat Club of Hoboken has moved its boathouse in close to the wall of Hudson Square Park and has placed it on piles. The change was made last week just before the big storm.

Yachts Reported.

CITY ISLAND, N. Y., Aug. 27.—The following yachts passed here to-day: Bound East—Steam yachts Isolene, Mr. John H. Flagler; Orienta, Mr. E. R. Ladew; Alicia, Mr. H. M. Flagler. Sloop yacht Ruth, Mr. John P. Browning.

Passed West—Steam yachts Seneca, Mr. A. B. Claflin; Viking, Mr. H. A. Hutchins; Veto, Mr. George Law, and Au Revoir, Mr. William Dupont. Schooner yachts Agnes, Mr. J. Morton Winslow, and Florida, Mr. A. J. Prime. Sloop yachts Vesper, Mr. C. W. Cox; Lotawana, Mr. M. G. Foster, and Vision, Mr. Mark Hartley.

Came to Anchor Here from the Eastward—Sloop yacht Federalist, Mr. T. J. Burnes.

STATION SEVEN, VINEYARD HAVEN, Aug. 27.—Arrived—Steam yachts Wild Duck, Boston; Susquehanna, New-York.

Bound West—Indolent, New-Bedford; Viva, Boston.

In Port—Sloops Lapwing, Boston; Torment, Pointer, Madeline; yawl Linda cruising.

A New Twin-Screw Yacht.

The twin-screw steam yacht Hirondelle, designed by Charles L. Seabury & Co., for Mr. C. G. Evans of this city, is now nearing completion at Nyack, and will be ready for commission before Sept. 5. Following are her dimensions: Length over all, 75 feet; load water line, 69 feet; beam, 11 feet; draught, 4 feet 6 inches. Her keel and frames are of white oak, with sister keelsons of yellow pine running the full length, (inside.) The planking below the water line is of yellow pine, and above the water line the planking is of oak. She is copper fastened and riveted throughout. The decks are of white pine, laid in narrow strips. She has four water-tight bulkheads. The deck houses are of mahogany, with a brass rail running all round the deck.

The crew's quarters are forward, next aft comes the galley, which is fitted with cooking stove, &c., next aft comes the engine and boiler room; then come the owner's quarters. There is a large stateroom on the starboard side, and bath and toilet room on the port side. The main saloon is next aft, and is fitted with transoms arranged for sleeping berths. The stateroom and saloon are finished in white and gold enamel, and the upholstering and furnishings are very handsome and complete.

The machinery consists of two fore and aft compound engines and a patent safety water tube boiler. Her speed is expected to be twelve miles per hour.

The hull is painted black outside, with a gold stripe around it. She is schooner rigged, has extra large deck room, and carries two yawlboats on davits. Capt. Benjamin Jarvis is in command. She will be used by her owner in this vicinity for a short while, and will make a Southern cruise during the Winter months.

A Prosperous Yacht Club.

NEW-LONDON, Conn., Aug. 27.—The Oswegatchie Yacht Club is an organization whose headquarters are at Oswegatchie, about five miles inland, on the picturesque Niantic River, and whose membership is mostly composed of New-York, Brooklyn, and New-Jersey people who regularly occupy cottages on the river's banks during the Summer. The club was started four years ago with ten members and four boats, and now it has sixty-two members and sixteen boats, the smallest being over sixteen feet. The present officers of the club are: Commodore—R. C. Minor of New-York; Vice Commodore—A. Le Massena of Newark, N. J.; Fleet Captain—M. T. Sime of New-York; Secretary—C. E. Le Massena; Treasurer—H. M. Manwaring of Waterford; Fleet Chaplain—The Rev. M. R. Vanderbeck of Newark; Racing Committee—J. W. Manwaring, M. T. Sime, and C. E. Le Massena; House Committee—Matthew Hettrick and Henry P. Smith of New-York; A. Le Massena and J. W. Manwaring.

Races are sailed every Saturday afternoon, and the boat winning the largest percentage during the season is awarded a flag, presented by the club. The race for the club trophy, a silver cup given by the Secretary, is sailed annually on lady's day, and is followed by a parade of the yachts, gayly decorated, and a reception and dance. The club race this year sailed was won by the Nautilus, H. C. Minor, owner.

The Molly Outpointed the Others.

A sweepstakes race, open to all yachts, took place at Snitzer's Oak Point yesterday morning. The course was to and around Steppingstone Lighthouse and return. Forty yachts started and made some very exciting racing. A strong breeze from the south made the yachtsmen happy. At 11:30 o'clock the start was made, the fleet getting off in fine style.

The Molly, sailed by Capt. "Jack" Thorp, outpointed her competitors from the start. The Harry C. Miner, sailed by Mr. A. Rae, made the fastest time over the course, in about 2:40:00. There was a great deal of interest taken in the H. C. Miner and the Molly, as they were the favorite yachts.

Among those who witnessed the races were ex-Commodore John W. Thorp of the Harlem Yacht Club, Secretary H. B. McAllister, Frank W. Thorp, George W. Rogers, George Rae, W. H. Brady, and Daniel McGinn.

The Oyster Boat Race.

The winners in the oyster boat races of the Larchmont Yacht Club, which were not finished till late Saturday night owing to lack of wind, are as follows:

First class—Jennie R. won; Iasco second. Second class—Claudia M. won; Priscilla second. Third class—Lola L. won; May second. Fourth class—Agitator won; Jennie A. second.

Swimming for a Silver Cup.

A swimming race for a silver cup given by Prof. J. F. Donaldson was decided yesterday afternoon at Bath Beach, L. I. The course was from Aren's Pier to Soulé's Pier, a distance of 100 yards. The race was called at 3:05 P. M. with six starters. J. V. P. Shields won easily by fifteen yards. He used the English racing stroke and led from the start. John Mesarne was second and Charles Golden was third. No time was taken. The water was very rough and the tide unfavorable.

After the race Prof. Donaldson started to swim against wind and tide to Norton's Point, a distance of three miles, but was obliged to turn back. He then went over by boat and swam back.

The local champion, James Morrow, was ruled out of the race because he is swimming master at one of the bathing pavilions.

HOBART AND HOVEY ARE FAVORITES.

Only Four Players Left in the All-Comers Tennis Tournament.

NEWPORT, R. I., Aug. 27.—The interest in the all-comers tournament increases now that the candidates have been reduced to four players. R. D. Wrenn, Samuel Chase, Clarence Hobart, and F. H. Hovey are still in the race. Hobart seems to be the favorite since his clever showing yesterday against W. A. Larned.

Hovey comes next in popular esteem, but he has failed thus far to show championship form. He has had an easy road to travel with Shaw, Foote, E. L. Hall, and V. G. Hall as his opponents. None of them is considered first-class, so that Hovey's skill has not yet been fully tested. What he can do against a first-class man like Hobart remains to be seen. To-morrow morning the two meet in the semi-final round and the match will probably decide who is to succeed the champion. Hobart is expected to beat Hovey because he has done it every time the two have come together this season. At Tuxedo the two met in the semi-final round and Hobart won in straight sets, 10—8, 8—6. At Saratoga, for the New-York State championship, Hovey could only get a set of the three played. The score was 6—4, 6—2, 5—7, 6—4.

After these four defeats it would be a surprise should Hovey turn the tables to-morrow. Tennis is too uncertain a game to make the result certain and Hovey will not lack supporters when he steps into the court. The other pair who will meet to-morrow are R. D. Wrenn, the Harvard expert, and Samuel Chase, the Western champion. Chase has been playing good tennis of late and ought to give Wrenn a hard fight. The latter was booked as a sure winner for the first half, but his recent poor work has discouraged his backers somewhat. On Friday in his match with Marion Wright he was all but defeated. Yesterday he showed up in better form against Richard Stevens. When he is in good shape Wrenn is a formidable opponent, but an off day to-morrow might land the Western champion in the final round.

The semi-finals take place to-morrow and the finals on Tuesday morning. Whether ex-Champion Campbell will play is still a question. The idea here seems to be that he may defend his title if he thinks he can beat the winner of the all comers, otherwise he will default. If Hobart proves to be the challenger, the chances are that Campbell will not play. It was all the champion could do to win two years ago, and in his present condition he would stand a slim chance.

Cricket Notes.

—A cricket contest somewhat out of the usual run will take place at Livingston, S. I., on Wednesday, when a team of West Indians will play the Staten Island Cricket Club. The West Indian eleven has been organized by A. S. Durrant of the Brooklyn Club, and he will be assisted by T. G. Clarke, C. H. Ellis, C. R. Hurditch, G. C. Yeo, H. S. M. Crawford, J. Gill, J. Moran, H. S. Durrant, A. A. Adams, and E. G. Keogh. Mr. Durrant is also anxious to meet teams representing the Irish, Scotch, and native cricketers of New-York, and suggests the playing of a series of games among representatives of the four countries after the regular season of the Metropolitan District Cricket League is over.

—The English residents have completed arrangements for their game next Friday and Saturday at Manheim against the Gentlemen of Philadelphia. The receipts of the match will be divided up among the professionals and no doubt a good gate will be insured for this hard-working and efficient body of men who have done much for the game in this country. Their team is made up of H. Goodest, J. Pacey, E. Guest, S. Lohman, G. Lane, G. Bromhead, T. Morris, W. Wrigley, H. Tyers, W. E. Pike, and S. Handford.

—The International Match Committee has decided upon Elmwood as the place where the Philadelphia games with the Australians will be played. It was unable to decide between the claims of Germantown, Belmont, and Merion, and at last agreed upon giving the games to the club making the best offer. Belmont made the highest bid and both games will take place in their wicket.

—The long tie which the Staten Island Cricket Club and New-Jersey Athletic Club have maintained all through the season for the lead in the championship series of the Metropolitan League should be broken next Saturday, when the two clubs meet at Bergen Point for their final game in the league schedule.

—By its victory over the St. George Athletic Club on Saturday the Staten Island Athletic Club has advanced to a tie with the Victorias for the second section championship. Each club has now .800 per cent., with the New-Yorks a very good third with .700.

—M. R. Cobb has now obtained first place in both batting and bowling averages, and he stands a good chance of again winning the two prizes. His average is 38.71, while F. J. Prendergast, who has previously held first place, is second with 29.50.

—After its game of Saturday with the New-Jersey Athletic Club, Staten Island has only one more match to play in the championship series. It plays Paterson at Livingston and should be able to gain an easy victory.

—A. H. Collins, late Captain of the Toronto Cricket Club, has organized a team styling themselves the English Wanderers, who will play the Morris Park eleven on Wednesday.

—W. Rose Wilson, an international man of great repute as a bowler, who has played for Canada against both English and United States teams, is at present in New-York.

Among the Wheelmen.

—The new Philadelphia bicycle ordinance consists of the following rules: Riding a bicycle or tricycle on any highway of the city without having attached to the handle thereof a gong or bell that may be distinctly heard at a distance of thirty yards; riding a bicycle or tricycle after dark without having attached a lighted lamp; riding more than three machines abreast; failing to ring the bell or gong when necessary to warn persons of the approach of a bicycle or tricycle; riding crossways or curving to and fro on any public highway, or riding without having control of the machine; failing to pass to the right of any vehicle going in an opposite direction; failing to pass to the left of any vehicle moving in the same direction; any person or persons violating any of the provisions of this ordinance shall pay a penalty of $10, to be recovered before any magistrate of the city.

—The Red Bank Cyclers have changed their programme for their first road meet, to be held on Labor Day. The revised programme is as follows: Half-mile handicap, open; quarter-mile scratch, open; one-third-mile handicap, open; half mile for club championship, half mile for boys fourteen years old and under, open; two-thirds-mile handicap, open; quarter-mile handicap, open. Among the entries that have been received are J. Dunbar Throckmorton, James C. Doughty, Albert Miller, Frederick Frick, Mart Haviland, Mortimer V. Pach, George S. Goff, Benjamin Ford, George Kuhl, Jr., Luther Atkins, Albert Haviland, George White, Delford Fisher, Oscar Hesse, Jr., and Joseph Hesse of Red Bank; Forrest Green and Leon Cubberley of Long Branch, Howard M. Johnson of Navesink, E. Stout of Rahway, and A. Philbrick of Little Silver.

—At a recent meeting of the Westchester County Cycling League, held at the house of the Washington Wheelmen, Tremont, the events for the first race meet of the league, which will be held in connection with the Westchester County Fair at Westchester, Sept. 29 and 30, were decided upon. On Friday, Sept. 29, the events will be one-mile novice and two-mile handicap; on Saturday, Sept. 30, there will be the one-mile league championship, five-mile handicap, and two-mile handicap. The Fair Association will provide handsome prizes for each event. A time prize will be given in the five-mile handicap.

—A number of well-known cyclists from St. Neot's, Huntingdon, England, started at midnight on Friday on a twenty-four-hour road race, the course lying through Huntingdon, Northampton, Cambridge, and Norfolk. The race was won by F. W. Shortland, who covered 372 miles in spite of a bad accident, by which one of his shoulders and one of his knees were injured. F. T. Bidlake, who rode a tricycle, was second with 330 miles to his credit, and Hammond was third, with 325 miles.

—Albert Miller of the Red Bank Cyclers while riding from Asbury Park on Thursday night ran into a tree at West Long Branch that had fallen across the road. The front wheel of his Columbia relay was wrecked and Miller was slightly bruised. The rider will probably bring suit for damages against the township authorities.

—The Westchester County Cycling League will hold a run to Staten Island on Sunday, Sept. 3, leaving the house of the Washington Wheelmen at Tremont at 9 A. M. This will be the first run of the league since its organization a few weeks ago.

—Frank Lentz, the young American who is touring around the world on his wheel, has crossed China and reached Mandelay. He intends to cross over the Arrakan Mountains to India, and to reach Europe by way of Persia and Asia Minor.

—The Westchester Cycling League is in a very flourishing condition. Although only organized a few weeks, it has a membership of five clubs, with applications pending from two more. A movement has been started to secure land for a track.

—Capt. Walter Rutan and Fred G. Stone, handicapper, of the Montclair Wheelmen will leave next Thursday on an extended wheeling trip through New-Jersey, stopping, among other places, at Delaware Water Gap and Port Jervis.

—The Westchester County Cycling League will have a fifteen-mile team road race over the Rye-Harrison course on Sept. 9. Teams will be entered from all the clubs of the association and a lively race will probably result.

—Capt. Douglas of the Belleville Wheelmen has called a run of the club for next Tuesday evening to attend the lawn party of the Passaic Athletic Club. The start will be made from the Post Office at 7:30 P. M.

—Two touring parties will start out on Sept. 2 from the Columbia Cycling Club, one going to Moriches, L. I., and the other to the Delaware Water Gap. There will be fifteen riders in each party.

—Fred Searles of the Gramercy Wheelmen was elected to fill a vacancy on the Board of Trustees of that club at its last meeting. He is generally admitted to be the club's best road rider.

—Capt. John W. Davison of the Washington Wheelmen of Tremont competed in the twenty-five-mile road race of the Quaker City Wheelmen in Philadelphia yesterday.

—A French cycler, who rides a single wheel, has made the run from Paris to Nantes in nine hours. The distance is 100 kilometers, or about 62 miles 739 feet.

—Harry C. Wheeler made a trial run of ten miles on the Orange Oval a few days ago in 26:40. F. L. Fieger of the East Orange Cyclers held the watch.

—Ex-Capt. Harry W. Smith of the East Orange Cyclers has recently invented a device for carrying a timepiece on the backbone of a bicycle.

—The Columbia Cycle Club will start next Saturday on a three days' tour of Long Island, stopping at all the principal places of interest.

—Charles Nobis, who was one of the crack riders of the Homestead Wheelmen, has left them and joined the Gramercy Wheelmen.

—Ten members of the Washington Wheelmen of Tremont started last Friday on a two weeks' wheeling tour to Pike County, Penn.

—Zimmerman won three races at the Cincinnati meet on Saturday. The track was heavy, preventing fast time being made.

Minor Sporting Matters.

—Many bets were made yesterday on the fight between "Mysterious Billy" Smith and "Tommy" Ryan of Chicago, who meet at Coney Island to-morrow night. "Billy" Madden bet Frank Dunn, Smith's manager, $500 even that Ryan would win. Among the hotels Smith seems to be the favorite. Smith himself, in speaking of the fight, said yesterday that he would bet that he would knock Ryan out within four rounds. "I am going to show that fellow from Chicago," said Mysterious Billy, "how to fight fast." On the other hand, those who know Ryan best declare that he will be ready for the Bostonian if he comes at him in his usual style. Ryan is a stayer and probably a little more scientific in his style of fighting than Smith. He fought and defeated Denny Needham in seventy-six rounds, the fight lasting over five hours. He is only twenty-two years of age.

—A benefit boxing show will be given at Grand Central Palace, Lexington Avenue and Forty-third Street, on Labor Day night to "Jack" Dempsey. Dempsey will arrive from the West to-night. James J. Corbett has offered to be present at the tournament to wind up with Dempsey. "Dan" Creedon will be present, ready to meet any one of his weight. Dempsey will have a reception at the Columbia Athletic Club, 115 East Seventeenth Street, to-night.

—The members of the Orange Athletic Club, who possess prowess as nimrods will hold a meeting at the clubhouse on the evening of Sept. 9, to effect the organization of a gun club. Justice Van Longerke will take an active part in the organization.

—The Monmouth County Hounds will meet at the clubhouse at Seabright, N. J., on Thursday, Aug. 31; Saturday, Sept. 2, and Tuesday, Sept. 5.

Ball Games To-day.

The New-York Baseball Club will play the Pittsburg team to-day at the Polo Grounds at 4 P. M. In Brooklyn the Bridegrooms will meet Anson's Colts at Eastern Park.

State League of Republican Clubs.

SARATOGA, Aug. 27.—A meeting of the Executive Committee of the New-York State League of Republican Clubs will be held here Sept. 4, at which a call will be made for a State Convention.

Gorham Solid Silver.

Between the exhibitions of '76 and '93 the growth of decorative art has been unexampled; the product of the Gorham Mfg. Co. during that term has always indicated the best taste, and has established for the Company a reputation as an authority in all matters of art as applied to Solid Silver.

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PRELIMINARY EXHIBIT OF FALL DRESS GOODS.

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These choice dress goods are now in readiness for early buyers—a special exhibit having been arranged for this week.

Rich Boucle, Rough Bannockburn Tweeds with warp-knots of silk—the best Scotch makes.

Rare and tasteful Novelties, made expressly for the Paris markets, in newest combinations of color. New Winter fabrics made of Mohair and wool.

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WE HAVE DECIDED TO CLOSE OUT OUR WHOLESALE DEPARTMENT AND CONFINE OURSELVES EXCLUSIVELY TO RETAIL, AND OFFER

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WORTH IN ALL THE VARIOUS GRADES AT PRICES WHICH WILL INSURE IMMEDIATE SALE.

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SIXTH AV., 13TH AND 14TH STS.

MRS. COCHRANE'S HUSBAND.

He Ran Away and She is Determined to Find Him.

Many women lose their husbands, but few make the extraordinary efforts to recover them which are being put forth by Mrs. Gertrude Cochrane of 973 Bergen Street, Brooklyn.

Mrs. Cochrane has been hunting for William Hamilton Cochrane in every part of the United States for five months. She declares she will find him or die in the attempt. She has traveled thousands of miles on steamships and railroad trains, has sent thousands of circulars all over the world embellished with a photograph of the missing William, and has acted as a private detective under the guidance of the police of Chicago and other large cities. All this has been told in detail in the columns of THE NEW-YORK TIMES. Now an element of romance has crept into the story.

Cochrane left his home March 24 at 6 o'clock in the evening, saying he was going to the barber's. "Be good to yourself until I come back," he said to his wife pleasantly, as he went out the door. He had the $2,500 with him.

Cochrane did not return. The next day Mrs. Cochrane inquired at the barber shops where he had been accustomed to go. Cochrane had not been at either shop on the previous evening. Mrs. Cochrane at once communicated the fact of her husband's departure to the police of New-York and Brooklyn.

When Cochrane left, his wife told the police she feared he had lost his mind or had been robbed. A few days later she learned that Cochrane's disappearance had been a deliberately planned flight.

Since then she has steadily kept up her search, but with little success to encourage her.

Mrs. Cochrane has received many offers of marriage and many hundreds of letters from all parts of the country. A man in Kentucky wrote to her, expressing in gallant terms his admiration for her pluck and his sympathy for her misfortune. The chivalrous Kentuckian proposed to marry Mrs. Cochrane off-hand. He proclaimed himself to be well-to-do. A friend to whom Mrs. Cochrane showed the letter, looked the Kentuckian up in *Bradstreet's* and found him rated at over $45,000. The Kentuckian followed his first letter with another. As a last resort he called on Mrs. Cochrane. She received him kindly, but refused his hand, and the Blue Grass gallant went away heartbroken.

Mrs. Cochrane has lately become melancholy over her failure to find her husband. When a representative of THE NEW-YORK TIMES called on her at 973 Bergen Street yesterday, she was addressing circulars describing Cochrane. It was then 2 o'clock in the afternoon and her breakfast was beside her untouched.

"Some day something will happen to me if I do not find my husband," she said sadly. "There will be a paragraph about me in the newspapers that will end all. Oftentimes I sit up all night preparing circulars and letters. I am getting tired of the suspense. I love my husband dearly and I would not marry any other man.

"I expect to find my husband some time. He may come back here, or I may see him elsewhere. I do not know why he went away. There was no other woman in the case. We lived happily. If I ever find my husband I will go right up to him, throw my arms around him, and forgive him. He could not tear himself away from me."

DR. EDWARD BEECHER'S BIRTHDAY.

The Venerable Preacher Celebrated His Ninetieth Anniversary Yesterday.

The Rev. Dr. Edward Beecher, brother of the late Henry Ward Beecher, yesterday celebrated his ninetieth birthday. Dr. Beecher has lived with his wife and adopted daughter, Voice Adams Beecher, at 182 Macon Street, Brooklyn, since he moved to Brooklyn, twenty-one years ago.

Dr. Beecher was born Aug. 27, 1803, in Easthampton, L. I. He was graduated from Yale College in 1822, and afterward taught at the Hartford (Conn.) High School. Later he taught at Yale. In 1826 he was ordained and became pastor of the Park Street Congregational Church, Boston. He remained there four years, and in 1830 was elected President of the Illinois College, at Jacksonville, Ill. He returned to Boston in 1844, filling the pulpit of the Salem Church for twelve years. He went to Galesburg, Ill., in 1856, and was pastor of a church there for sixteen years. He settled in Brooklyn in 1872.

He joined Henry Ward Beecher on the editorial staff of the *Christian Union*, and organized several churches in New-Jersey. In 1885 he became pastor of the Congregational Church at Parkville, L. I., and remained in active charge there until April, 1889, when he lost both of his legs.

He was struck by a locomotive at Parkville, and his limbs were broken. It was afterward found necessary to amputate them. In spite of his age, Dr. Beecher recovered and is now in vigorous health.

Tried Twice to Drown Herself.

Mary Carroll of 306 Plymouth Street, Brooklyn, made a determined effort to commit suicide yesterday morning. She was on the point of jumping into the East River at the foot of Gold Street at 3:15 o'clock when Sergt. Harkins of the Second Precinct caught her. She was under the influence of liquor and promised not to repeat the attempt. She begged not to be locked up and the Sergeant escorted her home. He had not gone a block on his way to the station when he saw the woman dart out of her house and run toward the foot of Bridge Street. The Sergeant ran after her and captured her again just as she was about to jump into the water. He locked her up.

Left the Water Turned On.

A faucet was left turned on on the third floor of 171 Mercer Street Saturday afternoon, and the building was flooded when at 2:15 A. M. yesterday a policeman discovered that there was something amiss. He turned the water off after he had broken through several doors. On the third floor little damage was done to a stock of fur goods owned by Benjamin Barnett, but on the second floor damage amounting to $2,000 or $3,000 was done to Herskovits & Roth's manufactured furs. A little damage was done in J. H. Glattstein's restaurant on the ground floor, and it will cost $400 to repair the building.

O'NEILL'S

6th Av., 20th to 21st St.

OFFER TO-DAY (MONDAY)

THE FOLLOWING

BARGAINS

IN THEIR

LADIES'

Cloak and Suit Dep't.

OUTING SUITS.

300 Outing Suits in All-Wool Storm Serge, Navy Blue, full skirts and sleeves, latest shaped Jackets,

3.98;

Formerly 7.98 and 9.98.

CAPES.

200 Black Chantilly Lace Capes, Yokes of Embroidered Bengaline, very dressy, stylish shoulder Bretels of Lace, Henrietta Collars,

2.98 and 3.98;

Formerly 9.98 and 11.98.

WATER-PROOF GARMENTS.

250 English Imperial Serge Cravenette Long Garments, with Capes, no rubber, guaranteed Rain-proof and All Wool, Black and Navy Blue,

9.98, 11.98, 12.98;

Formerly 11.98, 14.98, and 17.98.

All purchases delivered by express free of charge at any point within a radius of 100 miles from New-York City.

H. O'NEILL & CO.,
6th Av., 20th to 21st St.

The New-York Times
ALL THE NEWS FOR 3 CENTS

IRVING'S "CONTRACT LABORERS."

His Three Detained Employes Likely to Appeal to the Washington Authorities.

The four property men of the Irving theatrical company who were sent to Ellis Island as contract laborers were examined yesterday by the Board of Inspectors. Decision as to their right to land was reserved, but Chief Inspector Quinlan of the Contract Labor Bureau said the quartet would doubtless be returned, as they could not properly be considered either as artists or domestic servants, the only two classes of aliens that are allowed to land.

The names of the men are George Biggs, George Alexander, Henry Powell, and William Sempleton. All admitted that they had been engaged by H. J. Loveday, the London manager of the company. Biggs says that he has been in Irving's employ for sixteen years and has frequently crossed the Atlantic with the company. This is the first time his right to land has been questioned. His present stipend, he said, is $50 a week. He is gas master.

Alexander and Powell are laborers, receiving $30 and $40 a week respectively. Sempleton's duties are connected with calcium lights.

The action of the Contract Labor Inspectors in detaining these men is regarded by many as being taken for no other purpose than to make a test case. They will doubtless be aided in this undertaking by the men themselves, who will take an appeal to Washington or the courts, should the officials decide that they are not eligible to land.

Some Resume, Some Stop Work.

HYDE PARK, Mass., Aug. 27.—In the Bleakie Woolen Mill Saturday the full force of dressers was put to work again, and as they dress the warps the weavers will be set to work. The owners intend, it is said, to resume work in full in all its departments.

AMSTERDAM, N. Y., Aug. 27.—The spring works of D. W. Shuler & Son will start up Monday to fill a few orders, when the works will again close down and no more orders will be accepted for some time. The No. 1 knitting mill of A. V. Morris & Sons is running out and the help is being laid off indefinitely.

DANIELSONVILLE, Conn., Aug. 27.—The cotton mills of the Williamsville Manufacturing Company, employing 600 looms and 400 employes, closed yesterday for a week on account of the depression and for repairs.

PROVIDENCE, R. I., Aug. 27.—The Crompton Company's mills will not start Monday as announced early in the week, but will be closed the full four weeks originally determined upon.

September Dividends in Boston.

The semi-annual dividends payable in Boston in September aggregate $4,791,835, being made up as follows: Interest on railroad bonds, $1,427,314; interest on city, State, and United States bonds, $142,350; interest on other bonds, $289,023; railroad dividends, $711,748; other companies' dividends, $2,221,400. The total amount in September, 1892, was $5,310,404, and in March last it was $5,803,025. The falling off now is due mainly to the Calumet and Hecla Copper Mining Company not paying its dividend ($500,000) at this time, the Old Colony Railroad dividend ($250,000) being changed to October, and the Bay State Gas ($50,000) and some other smaller companies being omitted. The percentages paid remain practically the same.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of THE TIMES to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to THE NEW-YORK TIMES, Printing House Square, New-York City, whenever they have been unable to procure THE TIMES of any of the dealers:

To the Publisher of THE NEW-YORK TIMES:

....1893.

A copy of your paper could not be had at............o'clock to-day of the newsdealer

at...

....

The reason assigned by him was...............

....

☞ Be particular to indicate if this occurs on a railroad train or steamboat, and to give sufficient information to facilitate the investigation which will be IMMEDIATELY undertaken of EVERY complaint that reaches the office of THE NEW-YORK TIMES.